

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 8556

晚五廿月四年三統宣

TUESDAY, MAY 23 1911.

二拜禮

號三十月五年英港香

\$30 PER ANNUM.
SINGLE COPY 10 CENTS.

SPECIAL TELEGRAMS.

PRINCE ARTHUR OF CONNAUGHT.

MASONIC INITIATION.

[THE "TELEGRAPH" CORRESPONDENT]

London, May 22, 6.45 p.m.

His Royal Highness Prince Arthur of Connaught will be initiated in Freemasonry on Thursday.

[The father of Prince Arthur, H. R. H. the Duke of Connaught, is Grand Master of the United Grand Lodge of Freemasons of England and last month, at a great Masonic meeting in the Albert Hall, was to have been presented with an address congratulating him on his successful mission to South Africa and on his appointment as Governor-General of Canada. Acting on medical advice, however, his Royal Highness was unable to be present, and it was agreed that the address be presented by deputation.

Prince Arthur of Connaught is twenty-five years of age and has been called "the handyman of the Royal Family." He represented the late King Edward on many important missions and visited Hongkong when he conveyed the Order of the Garter to the Emperor of Japan.]

DEATH OF MR. W. F. TAYLOR.

[THE "TELEGRAPH" CORRESPONDENT]

Singapore, May 23rd, 9.45 a.m.

Mr. W. F. Taylor, of the Hongkong Naval Yard, was buried at sea on Sunday.

[The news of Mr. Taylor's death will be received with regret by those who know him. He was highly respected. On May 16th, just prior to his departure for home, he was the recipient of a handsome present from various departments at the Yard and also a gold pendant attributed by his pupils at the evening school. Mr. Taylor undertook their education three years ago on his arrival in the Colony. The deceased gentleman, who was a draughtsman, was an enthusiastic volunteer and an excellent shot. He won the Volunteer Challenge Cup two years in succession and was one of the rope entwiners in interport shooting. He leaves a wife and son about seven years of age. Both were with him when he died. Mr. Taylor was about 35 years of age.]

HONGKONG CRICKET CLUB.

SHANGHAI INTERPORT TEAM.

It has now been decided that the Cricket Team leave the Kowloon Wharf by the English Mail "Arcadia" at daylight on Friday, the 28th inst., and the return voyage will be by the "China" leaving Shanghai 3rd June and due back in Hongkong at daylight on Tuesday, 6th June.

The following have been selected as the team to represent Hongkong:—

Mr. A. C. E. Elborough, Lt. C. R. P. Thorp, K.O.Y.L.I., Mr. G. A. Cooke, R.N., Lt. H. G. Bagnall, R.A., Corpl. Dempsey, K.O.Y.L.I., Corpl. E. W. Taverner, R.E., Lt. N. J. Williams, A. S. O., Mr. F. Sutton, Mr. W. Waterhouse, Rev. S. W. Payne, Rev. W. H. Foster-Pegg, C.F., and Lt.-Col. C. O. Wrigley, A.D.O.

SPECIAL TELEGRAMS.

HONOURING THE PREMIER

25TH ANNIVERSARY OF REPRESENTATION

IN EAST FIFE.

[THE "TELEGRAPH" CORRESPONDENT]

London, May 22, 6.45 p.m.

The Constituency of East Fife, which has been represented for twenty-five years in Parliament by the Right Hon. H. H. Asquith, Prime Minister, has subscribed a sum of £5,000 sterling towards the presentation of an anniversary testimonial to the Minister.

There will also be gifts made to Mrs. Asquith and Miss Asquith on the auspicious occasion.

[The Right Honourable H. H. Asquith has been Prime Minister and First Lord of the Treasury since 1908 and has represented East Fife in the Liberal interest since 1886. He is a K. C. and B. A., and was Lord Rector of Glasgow University in 1905; rector of Aberdeen University since 1908. He was born at Morley, Yorkshire, on the 12th September, 1852, and married Helen, daughter of Mr. F. Molland of Manchester. She died in 1891 and in 1894 he married Emma Alice Margaret, daughter of Sir C. Tennant. He has five sons and two daughters. Mr. Asquith was educated at the City of London School, Balliol College, Oxford. In 1876 he was called to the Bar at Lincoln's Inn, and was made Q. C. in 1890. He became Secretary of State for the Home Department in 1892-95; was Ecclesiastical Commissioner in 1892-95 and Chancellor of the Exchequer from 1905 to 1908. He holds the honorary D.C.L., Oxford; honorary LL.D. Edinburgh and Glasgow. His chief recreation is golf.]

BRITISH NAVAL AIRSHIP.

LAUNCHED AT BARROW.

[THE "TELEGRAPH" CORRESPONDENT]

London, May 22, 6.45 p.m.

A new naval airship built for the British Admiralty has been successfully launched at Barrow-in-Furness.

HOME POLITICS.

REDMONDITE UNSEATED.

[THE "TELEGRAPH" CORRESPONDENT]

London, May 22, 6.45 p.m.

The Redmondite member of Parliament for East Cork has been unseated.

[At the last election, Mr. A. J. O'Donelan (Nationalist) was returned unopposed for East Cork.]

REUTERS TELEGRAMS.

THE COLONIAL PREMIERS.

WELCOMED BY THE KING.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 23, 7.15 a.m.

His Majesty King George V. welcomed the Colonial Prime Ministers at a reception at Buckingham Palace.

After entertaining the party at luncheon, His Majesty dined with his guests in the Drawing Room.

SITUATION IN PORTUGAL.

"REAL AGITATION"

REIGNS.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 23, 7.15 a.m.

Reuter's Madrid correspondent wires that reports have reached well-informed quarters to the effect that a more or less veiled, but real, agitation reigns in Portugal.

HOME POLITICS.

REFORM BILL PASSES

SECOND READING.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 23, 7.15 a.m.

In the House of Lords, the Reform Bill introduced by Lord Lansdowne with reference to that Chamber, passed the second reading without a division.

Viscount Haldane, Secretary of State for War, said that the Bill was a great step forward.

RACE NOT INTERRUPTED.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 22, 1.35 p.m.

In accordance with the wishes of M. Monis, the Premier, the aeroplane race from Paris to Madrid was not interrupted by the accident.

[Yesterday we published a long account of the terrible accident.]

REUTERS TELEGRAMS.

MEXICAN SITUATION.

MADERO TO MODERNIZE GOVERNMENT.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 22, 1.35 p.m.

On the 18th May General Madero bade farewell to his army saying that he goes to the City of Mexico to modernize the Government. The northern rebels are now dispersing.

GREAT RUBBER ESTATE.

AMERICAN RUBBER USERS' FAITH IN PLANTATION.

Referring to our special telegram from Singapore last week we learn that negotiations have just been concluded under which the General Rubber Company of America acquires the properties of the New Asahan Tobacco Company, Straits Settlements, for the purpose of planting rubber on a very extensive scale.

The General Rubber Company, says the "Straits Times," is the crude rubber end of the vast business conducted by the United States Rubber Company, which, we believe, uses over 25 per cent. of the whole of the rubber consumed in the United States. For a considerable time experiments have been in progress to discover the extent to which plantation rubber can be substituted for Para. Col. Colt, the president of the company, has taken a close interest in these experiments, and is convinced that there is a great future before plantation rubber, and that in order to protect its interests as an extensive user the Company should have estates of its own where a part at least of what it requires will be produced.

The General Rubber Company already holds two concessions in Sumatra. By acquiring the New Asahan Estates, it gets about 70,000 acres of land, most of which is very suitable for rubber growing. As stumps have been removed and the ground very fully cleared in other ways, and as an excellent labour force is already available the company anticipates being able to have at least 20,000 acres planted before May, 1912, and the area will continue to be extended after that date.

It is a bold enterprise, and though the opening of such an extensive area may disturb present estate owners, what will strike most people, no doubt, is its significance as an indication of confidence in the future of plantation rubber, and more particularly of confidence in location of the great industry in the Middle East. The American Company took every care to inquire into the possibilities of planting in Brazil before finally deciding that the Middle East offered superior advantages in the matter of labour supply and transport.

Mr. Davis, the representative of the General Rubber Company, has been here some time, making himself familiar with local conditions, and we understand that Dr. Gallagher will act as expert adviser.

Bishop of Ripon.—The worst evils in the world are done by the weak people, not by the wicked.

Mr. John Lee.—The like of the British postal service cannot be found in the world.

CHINESE TELEGRAMS.

TWENTY-FIVE THOUSAND RUSSIAN TROOPS IN MANCHURIA.

ADVANCE OF CHINESE SOLDIERS.

[("SHUNG PO" SERVICE)]

Peking, May 22.

The number of Russian soldiers stationed in Manchuria at the present moment is estimated to be about 25,000. There are over 130,000 Chinese soldiers advancing to Harbin and different places along the frontier for protection.

THE SITUATION SERIOUS.

MEMORIAL TO THRONE.

[("SHUNG PO" SERVICE)]

Peking, May 22.

The Tartar-General of Ili has memorialized the Throne that the Russian soldiers are advancing in large numbers to the Chinese territories and asked the Throne to despatch the new Tartar General to Ili without delay.

REVIEW OF IMPERIAL

BODY GUARDS.

[("SHUNG PO" SERVICE)]

Peking, May 22.

The Prince Regent has instructed Princes Tao and Tsun to make preparation for a review of the Imperial Body Guards shortly after the Dragon Festival.

LATE TARTAR GENERAL.

THRONE CONFERS POSTHUMOUS HONOURS.

[("SHUNG PO" SERVICE)]

Peking, May 22.

The Throne has issued an Imperial Rescript conferring on the late Tartar General of Canton various posthumous honours.

Among these is a new name signifying certain virtues possessed by the deceased official.

[It will be remembered that the Tartar General was assassinated while returning from the Van den Born aviation meeting to his Yamen.]

CHINESE TELEGRAMS.

160,000,000 FOR RAILWAY DEVELOPMENT.

[("SHUNG PO" SERVICE)]

Peking, May 22.

The Board of Communications signed an agreement the other day for a loan of £80,000,000 for the development of the Hunan and Hupeh Railway and has given the tax on salt in these provinces as a security.

RECOMMENDED REINSTATEMENT OF YUAN SHIH K'AI.

[("SHUNG PO" SERVICE)]

Peking, May 22.

The Prince Regent has recommended the reinstatement of Yuan Shih-k'ai. The Empress Dowager received the recommendation in silence.

H.E. TUAN FANG NOT TO BE RECOGNIZED.

[("SHUNG PO" SERVICE)]

Peking, May 22.

The directors of the Hunan Railway have telegraphed to the newly appointed Director-General, H. E. Tuan Fang, to the effect that they will not recognise him, should he come to Hunan.

H.E. TUAN FANG REFUSES OFFICE.

[("SHUNG PO" SERVICE)]

Peking, May 22.

H. E. Tuan Fang, the newly appointed Director-General, has again refused to accept his position. An Imperial decree has been issued instructing him not to refuse.

RHODES SCHOLAR BREAKS RECORD.

KANSAN THROWS HAMMER 153 FEET 3 INCHES--AMERICAN SPRINTER DEFEATED.

At the annual intervarsity sports of Oxford and Cambridge held at Queen's Club recently, G. E. Putnam, a Rhodes scholar at Oxford, from Kansas, was an easy winner of the hammer throw, breaking the record with a mark of 153 feet 3 inches. W. A. Ziegler, from Iowa, also of the Oxford team, was second, with a throw of 134 feet 1 inch.

R. L. Lange of Oklahoma, a third Rhodes scholar, who was expected to win the 100-yard dash, for Oxford, was beaten by MacMillan of Cambridge by half a yard. MacMillan's time was 10 seconds. A year ago Putnam won the hammer throw with 146 feet 8 inches.

Ziegler won the shot-put with 39 feet 6 inches. Putnam was second, with 37 feet 3 inches. Lange started in the quarter, but proved quite out of form, and soon gave up.

CANTON NEWS.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, May 22.

British Squadron to Visit China.

It is reported that the British Minister at Peking has notified the Board of Foreign Affairs to the effect that a British squadron will pay a visit to China sometime in July. He has requested the Board to inform the naval authorities about the visit. The fleet will probably call at the following ports:—Taku, Shanghai, Amoy, Swatow and Canton. The Admiralty has instructed the Canton Viceroy to make preparations for the coming visit and accord a hearty welcome to the British Fleet.

Disturbance Near British Territory.

News has reached the Canton Viceroy that malefactors are creating trouble near the British New Territory. Hearing the news, the Viceroy has despatched two regiments of the Kwangsi Troops to the place in order to wipe out these pests.

Anarchists Smuggling Arms.

The deputy in charge of the Bureau of Foreign Affairs at Pakhoi has reported to the Viceroy that some anarchists were trying to smuggle a quantity of arms to the place by means of fishing junks. The deputy has asked the customs officials of the port to institute a vigorous search on all the junks for the detection of these contrabands.

Editors Entertained.

Yesterday the editors of the Canton papers were entertained by H. E. the Viceroy. In the course of the entertainment, His Excellency spoke at some length, thanking the editors for the reliable news published in the Canton papers in connection with the recent tumult, and thus removing the people's anxiety. The editors replied that their duty was to publish accurate news for the information of the public and to discredit rumours. The editors then asked the Viceroy about the reorganization. The Viceroy said that this rested in the hands of the government but the people could ask for reform through proper channels.

The Weather Forecast.



May 22nd at
10 a.m. 4 p.m.
Barometer.....29.85 29.79
Temperature... 78 75
Humidity..... 92 95
Rainfall..... 0.13 —

On the 23rd at 11.55 a.—The depression lying over the N.E. part of the Sea of Japan yesterday, has passed to the Pacific.

Barometric changes in other areas are slight.

Pressure is relatively high over the Yellow Sea, and over the Pacific to the East of the Bonins, and relatively low over S.W. China, and the Pacific to the S.E. of the Loochoos.

Light or moderate S.E. winds may be expected over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.07 inches.

Forecast District.

1.—Hongkong and Neighbourhood, S.E. and S. winds, light or moderate; thunder showers.

2.—Formosa Channel, E. and S.E. winds, moderate.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL\$10,000,000
RESERVE FUNDS: Sterling £1,000,000 at 1/2 = 12,500,000
SHEWAN 12,500,000
RESERVE LIABILITY OF PRO. 12,500,000
FIDUCIARY 12,500,000

COUNCIL OF DIRECTORS:
Hon. Mr. Henry Kowick - Chairman
G. H. Medhurst, Esq. - Deputy Chairman
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G. H. Medhurst, Esq. - F. L. Loh, Esq.
A. Forbes, Esq. - E. Shilling, Esq.
G. H. Medhurst, Esq. - H. A. Sieb, Esq.
C. S. Gubbay, Esq.

CHIEF MANAGER:
Hongkong - N. J. STABE.
MANAGER:
Shanghai - H. E. R. HUNTER.
LONDON BANKERS - LONDON COUNTY
(INC) AND WESTMINSTER BANK, LIMITED.

HONGKONG - INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STABE, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABE, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE: - LONDON.
PAID-UP CAPITAL£1,200,000
RESERVE FUND£1,250,000
RESERVE LIABILITIES OF PROPRIETORS£1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3 1/2 per cent.
On Fixed Deposits for 3 months, 2 1/2 per cent.
W. M. DICKSON, Manager.

Hongkong, 1st May, 1911. [22]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP: Yen 24,000,000
RESERVE FUND: " 16,850,000

Head Offices - YOKOHAMA.

Branches and Agencies
TOKIO. HANKOW.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIAOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.

HONGKONG: - INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit: -
For 12 months4 per cent. p.a.
" 6 "3 1/2
" 3 "3
TAKEO TAKAMICHI, Manager.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP: Gold \$3,250,000
RESERVE FUND: " \$3,250,000

Gold \$5,500,000

HEAD OFFICE: -
60 Wall Street, New York.
LONDON OFFICE: -
86, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL AND COUNTY BANK,
LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates: -
For 12 months 4 per cent. per annum.
For 6 " 3 1/2
For 3 " 3
GEO. HOGG, Manager.

No. 9, Queen's Road Central.
Hongkong, 20th Feb. 1911. [19]

Banks.

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY

PAID-UP:Sh. Tels 7,500,000

HEAD OFFICE: - SHANGHAI.
BOARD OF DIRECTORS: - BERLIN.

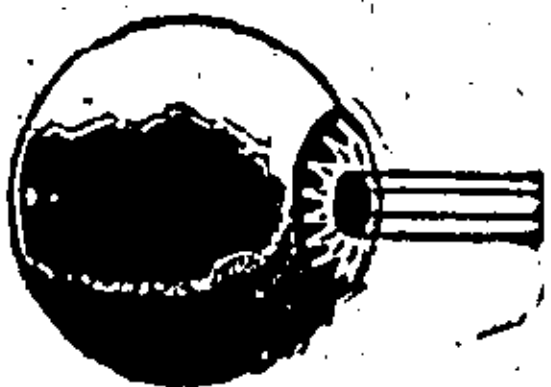
BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON
AGENCY.
DIREKTION DER DISKONTO GESELLSCHAFT.

INTEREST allowed on Current
Accounts. DEPOSITS received on terms
which may be learned on application.
Every description of Banking and
Exchange business transacted.

R. TIMMERSCHIEDT,
Manager.
Hongkong, 16th Mar. 1911. [2]



SEEING IS BELIEVING

And that is why the majority of the
people here believe, that they can get
better fitting glasses at our place,
than anywhere else in the Colony.

No charge for sight testing.
Doctors' prescriptions accurately
filled.

N. LAZARUS,
Ophthalmic Optician,
1A, D'Aguilar Street.
Hongkong, 1st April, 1911. [920]

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:
J. A. Wattie, Esq., Managing
Director.

A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation Re-
gistered under Hongkong Ordina-
nces and under Life Assurance Com-
panies' Acts, England.

Insurance in Force, \$3,355,885.00
Assets 3,415,250.00
Income for Year ... 3,566,569.00
Insurance Fund, 3,216,818.00

LEFFERTS
KNOX, Esq.,
District Manager.
B. W. TAPE, Esq.,
District Secretary.

Hongkong, Canton, Macao
and the Philippines.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector,
Hongkong.

ADVISORY BOARD,
HONGKONG.

Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.
C. J. Lafrentz, Esq.

Hongkong, 20th Jan. 1911. [810]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP: \$1,250,000.)

Loans on Mortgage of House Property,
&c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.
General Managers.

Hongkong, 19th March, 1911. [41]

ENTERTAINMENTS.

THE
"Empire" Cinematograph
Theatre,
Des Vœux Road Central.

TUESDAY, 23rd.
DEBUT OF THE CELEBRATED
Mr. LAYNEZ, Tenor.

EMPIRE DAY, 24th.
THE CELEBRATED ARTISTS
"COLLINS SISTERS."
Hongkong, 19th May, 1911. [852]

VICTORIA SKATING RINK

Next Door to the Empire.

The Palace Hall, the new
Victoria Theatre, will be opened
shortly.

Hongkong, 19th May, 1911. [400]

Intimations.

WISE BUYERS

LEARN BY EXPERIENCE, AND EXPERIENCE

HAS THOUGHT THEM THAT THE BEST

INVESTMENT IS

THE

REMINGTON

TYPEWRITER.



SIEMSEN & CO.

HONGKONG AND CANTON,

General Agents for the Remington Typewriter Co.

WEISMANN, LIMITED.

BAKERS

CONFECTIONERS

CATERERS

RESTAURANTEURS

14, Des Vœux Road Central.

Hongkong, 20th April, 1911. [497]

For Sight Seeing in an Up-to-date

MOTOR,

RING UP 1030.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1058]

CLARK & CO.

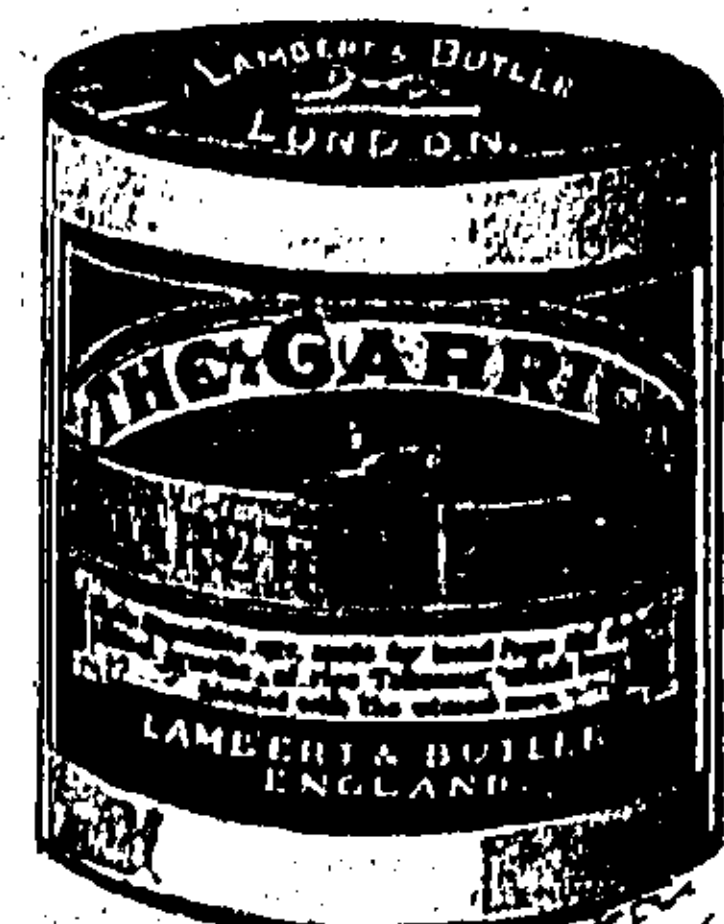
Scientific

Opticians.

YORK BUILDINGS,

CHATER ROAD,

Ground Floor.



THE "GARRICK" CIGARETTES

(handmade).

Manufactured from the Highest
Grades of Bright Virginia
Tobacco and packed in Air-
tight tins of 50.

Sold Everywhere.

LAMBERT & BUTLER,
ENGLAND.

ENTERTAINMENTS.

BIJOU SCENIC THEATRE.

(FLOWER STREET.)

EVERY EVENING.

CINEMATOGRAPH VAUDEVILLE

POPULAR ARTISTS 5

6 BILLIANT MOVING PICTURES 6

and

"SIGNOR SANYINI"

From The Grand Opera House, Milan.

SEE HAND BILLS

Lessee and Manager: R. H. STEPHENSON

Notices.

BANK HOLIDAY.

IN accordance with Ordinance No. 14
of 1903 and Government Notification
No. 9 of 18th January, 1911, the
EXCHANGE BANKS will be
CLOSED for the transactions of
Public Business TO-MORROW, 24th
instant, VICTORIA DAY.
Hongkong, 23rd May, 1911. [1137]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

VICTORIA DAY.

NOTICE is hereby given that all
FIRE INSURANCE OF-
FICES will be CLOSED for the
Transaction of Public Business TO-
MORROW, the 24th May.
By Order,

A. R. LOWE,

Secretary.

Hongkong, 23rd May, 1911. [1145]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

VICTORIA DAY.

NOTICE is hereby given that all
MARINE INSURANCE OF-
FICES will be CLOSED for the
Transaction of Public Business TO-
MORROW, the 24th May.
By Order,

A. R. LOWE,

Secretary.

Hongkong, 23rd May, 1911. [1146]

BOYS' OWN CLUB.

SECOND ATHLETIC MEETING.

THE Committee have much pleasure
in inviting the Ladies and
Gentlemen of the Colony to their
SPORTS at the Race Course (by kind
permission of the Stewards of the
Hongkong Jockey Club) on "EM-
PIRE DAY," 24th inst., commencing
at 2.30 p.m.

By kind permission of Lieut.-Colonel
McIntyre and Officers, the Band of the
8th Regiment will play during the
afternoon.

A. R. ELLIS,

Hon. Sec.

Hongkong, 22nd May, 1911. [1148]

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER

(Qualified).

No. 1, Queen's Road East,
HONGKONG.

29th April, 1911. [1095]

BRANDIES,

GINS,

CHAMPAGNES,

SHERRIES,

WHISKIES,

MARSALAS,

VERMOUTHS,

MADEIRAS,

PORTS,

CLARETS,

BURGUNDIES,

LIQUEURS,

ALLES BEERS AND STOUTS,

HOOKS & MOSELLES.



Telephone

No. 75.

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 6th May, 1911. [1142]

IF YOU WANT

A REALLY GOOD AND WHOLESOME TABLEWATER

ASK FOR

MATTONI'S GIESHUEBLER!

Ask your Doctor about it.

SOLE AGENTS:

BUME & REIF,

9, ICE HOUSE STREET.

Tel. No. 204.

Hongkong, 16th May, 1911. [1143]

OUR CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

THE IMPERIAL CON- FERENCE.

Here in Hongkong we are hop-
ing that when the question of
Imperial defence comes up a full
and frank discussion will take
place on the military contribution
controversy, and that it will result
in a more equitable arrangement
being come to than the present
plan. We gather, too, that the
matter of wireless telegraphy is
likely to be bronched in its widest
phase, and here again it is to be
hoped that Hongkong's position
will be taken into consideration.
With so many matters to claim
the attention of the Conference, it
is to be feared that four weeks will
prove far too little time for their
adequate consideration, but at
any rate we hope that the claims
of the Crown Colonies will not be
overlooked or swallowed up by a
too lengthy discussion of the
bigger but in some senses scarcely
more important issues.

Daily Press.

THE CHINESE CABINET.

No very high expectations are
formed by the Chinese Press
regarding the Cabinet. Among
the objections made to it are that
its organization is not clearly
defined, and that it represents no
national policy. We imagine,
however, it will not be long before
we see such developments in
Chinese politics as have taken
place in all other countries upon
the inauguration of Constitutional
Government. Among the mem-
bers of the National Assembly the
advantage of forming two great
parties in the State has been
discussed, and the appointment
of a Cabinet which is not respon-
sible to the people seems to have
given a fillip to public interest in
the subject, especially in view of
the early inauguration of a full-
fledged Parliament. It is already
evident that unless the Prime
Minister frames his policy on lines
which are approved by the
majority of the people's repre-
sentatives in Parliament, his
position will be an extremely
uncomfortable one.

South China Morning Post.

THE OUTLOOK.

The aggregate of the world's
iron ore so far as present supplies
are concerned, has been computed,
and the time when existing
sources may give out appears not
to be remote. The decline of the
iron ore supplies of Great Britain,
we are told, is already causing
anxiety. England has fallen into
third rank among the iron-produc-
ing countries of the world, and
now relies more and more upon
foreign supplies from countries
where the fields show signs of
exhaustion. Undoubtedly Eng-
land will be forced to find another
source of supply in a few years,
and then will be China's oppor-
tunity to step into England's great
consuming market with wealth
hitherto practically untouched and
not even reckoned by those who
have been busy guessing of late
as to the future of iron ore.

LUXURY IN CHINA.

That luxury is a virtue is
advocated by modern theorists,
for it can refine the people's taste
and habit and promote their
civilization. The theory has come
to China and is possessed of large
numbers of people. Luxury is
good so far as within its limits,
reminds the journal. The extreme
luxurious life as led by many at
present may work harm to society.
For luxurious necessities are not
produced in China but they come
from abroad and thus drain
Chinese wealth. Luxury being
forbidden by sumptuary laws in
foreign countries, China may do
well to adopt such laws -
"Shuntien Shih Pao."

Headmaster of Repton. - Until
the people are really capable of
making up their own minds and
reaching a conclusion for them-
selves, the country will have no
real democracy.

CANTON-KOWLOON RAILWAY.

DESCRIPTION OF A NOT-
ABLE PUBLIC WORK.
PROGRESS TOWARDS COM-
PLETION.

The railway from Canton to Kowloon was originally necessitated, states a contributor of The Times, in order to thwart the proposals of certain other countries, whereby it was suggested that a railway from Canton to the coast should be constructed outside British territory—a course that would have dealt a heavy blow to Hongkong as the principal trading port in that part of the country and to British prestige in China generally.

The Canton-Kowloon railway, which secures for Hongkong a traffic connexion with the Canton-Hankow line, will, when completed, extend from Kowloon on the mainland, opposite Hongkong, to Canton—a distance of about 111.2 miles. From the port of Kowloon it will pass through British territory as far as Sam Chun, 22.12 miles from the coast, and will thence proceed over Chinese ground for 89 miles. The consulting engineers, Sir John Wolfe Barry and Partners, "undertook the survey of the British section of the line in 1905, and completed this work in February, 1906. This portion of the railway was built departmentally under the auspices of the Crown Agents of the Colonies by the Government of Hongkong. Construction was started in 1903, and the line was officially opened for traffic towards the end of last year. Although the two sections of the line are distinctive in so far as they are under separate control and management, considerable uniformity exists in the works, and much of the plant is interchangeable.

The British Section

The British section was built through exceptionally heavy country, for in the total length of 22 miles there are five tunnels and 49 bridges. The lengths of the tunnels are 150ft., 721ft., 329ft., 170ft., and 923ft., and together they equal about one-tenth of the total length of the railway. With the exception of the second tunnel known as the Beacon Hill tunnel, they have all been constructed with sufficient width to accommodate a double track, the actual span of the arches being 35ft., but up to the present a single line only has been laid. All the tunnels are substantially lined with brickwork where necessary, and for this purpose a special brick-making plant was installed on the line. The course of the Beacon Hill tunnel, which is 15ft. wide at formation level, lay mostly through decomposed granite, with the result that a large amount of timbering and close piling was rendered necessary while considerable difficulty was caused by water. When solid rock was encountered less difficulty was experienced, and the work proceeded more satisfactorily. The boring was accomplished mainly by drills operated by steam-driven air compressors specially provided for the purpose, and drilling operations were carried out from both ends of the tunnel. The headings were satisfactorily joined in May, 1909.

The longest of the bridges is at Tai-po, and is 240ft. in length. It is formed of concrete and brick masonry in two spans of 60ft. and two of 40ft. Most of the

Other Bridges

are comparatively short but considerable trouble was experienced with some of them owing to the failure of the foundations, several of which had eventually to be strengthened, and in a few cases even rebuilt.

The ruling gradient of the railway is one in 100, and the line is laid on a 4 ft. 1.2 in. gauge with 85 lb. rails. The sleepers are of Australian hard woods, and are spaced 2,000 to the mile. The embankments, forming a considerable portion of the line, are 17 ft. 6 in. wide and are mostly built to take single track. A good deal of the embankment work lay through paddy fields, and in these places the labourer was the native woman, who handled the material with native-made baskets. The cuttings proved to be laborious undertakings, as they were generally in solid rock or disintegrated granite.

There are eight stations in the British section—at Kowloon,

Hung Hom, Yaumati, Shatin, Tai-po, Tai-po Market, Fan Ling, and Lo Fu. With regard to the Kowloon terminus, it was decided for the present to build only a temporary station close to the Star ferry pier. The permanent station, together with the workshops, goods sheds, etc., will eventually be constructed on a portion of the area, 41 acres in extent, which has been reclaimed from the sea with the material excavated from the various cuttings. This reclaimed area is considerably larger than is necessary for present requirements, and will therefore provide ample room for extensions in the future as the traffic increases. When the

Permanent Station

is constructed it is proposed to carry the line alongside the railway pier near the side of the station so as to provide convenient means of access for passengers to and from the Hongkong ferry steamers. At present there are four locomotives at work on the section, two being six-wheeled tank engines built by Messrs. Kitson and Co., Leeds, weighing 90 tons, and the other two of a lighter type which have been in use during the construction of the line, and will be available for shunting purposes. Eight passenger coaches and six open and six covered bogie wagons of 30 tons capacity, together with sixteen four-wheeled wagons, have been provided, and it is expected that when the line is in full working order there will be about sixty cars of various descriptions engaged on the section. The bodywork of the passenger carriages was built in the colony, while the passenger underframes, together with all the goods stock, were constructed by the Metropolitan Amalgamated Railway Carriage and Wagon Company of Birmingham.

The Chinese Section.

The Imperial Government of China is building the Chinese section of the line, 89 miles long. The work on this section is now proceeding from the Canton end, and about 35 miles have been opened for traffic. Outstanding features are two bridges over the East river at Shek Lung, one of which will have four spans of 224 ft. each, with two of 60 ft., while the other will have three spans of 224 ft. and two of 60 ft. The piers for these bridges have had to be sunk on well-curbs, of the twin octagonal type, to considerable depths through the bed of the river. Credit is due to the engineers in charge of this particular work for its successful execution without a hitch, although some of the circumstances were abnormal, and also for the erection of the girders, which were built on staging and floated to position on the piers. These are single line "through" bridges of the Warren girder type with overhead and portal bracing and deck plates, and there are a large number of minor bridges on the line, from 100 ft. clear span Linville type girders downwards. The ruling gradient of the line is 1 in 150. Most of the cuttings and embankments have been completed, and at the present time the permanent way is being laid.

Four Locomotives

of the 2-6-0 type, with 5 ft. 6 in. driving wheels, manufactured by the North British Locomotive Company, are in use, whilst three others of a similar design are now built. In addition there are a number of smaller engines which can be used for shunting purposes. The goods wagons, and a number of the underframes for the other rolling stock, were manufactured by the Metropolitan Amalgamated Railway Carriage and Wagon Company. The bodies for the underframes were built in Hongkong. Additional underframes and fittings are being built at the workshops of the Railway of Northern China. The passenger coaches are similar to those on the British section and are of the corridor type with end platforms. They are 60 ft. long, 10 ft. wide over all, and about 14 ft. high, thus affording full advantage of the large running gauge adopted on the Chinese railways.

Considerable annoyance has been experienced during the construction work by the lawlessness of the natives, whose village and tribal feuds, although interesting, are also obstructive. This source of trouble, together with the difficulty experienced in obtaining land, has caused some delay, but the completion of the line is now well in sight. The "Strait Times."

HINTS ON HEALTH.

FROM THE MEDICAL PAPERS AND OTHER SOURCES.

RADIUM FOR THE GOUT.

Prof. His, in an account of the treatment of cases of gout and rheumatism with radium, stated that in 100 severe cases under his care suffering from chronic rheumatism and which had been treated without success with other methods 50 per cent. showed an obvious amelioration, a great number showed a remarkable improvement, and five recovered completely. Out of twenty-eight cases of gout, twenty-four were considerably improved, some completely recovering, and only four showed no change.

With regard to the administration of radium, Prof. His recommended the inhalation of radium emanation—to do which the patients must spend two hours daily in a radium "cannatorium." Injections of a fluid containing radium in the neighbourhood of the affected joints are also very efficacious. The dose must be graduated according to the state of the individual patient.—"Lancet."

IN PRAISE OF THE STOMACH PUMP.

The name is certainly disagreeable, but actually it appears that the stomach pump should be regarded as a sort of modern oilier of life. For evidence we have the experience of a writer who describes in the "English Review" how he received a new lease of life.

Like most Englishmen, says this writer, I had always taken a good deal of exercise, and at about thirty-eight I found I was getting stout. By the time I was forty I weighed thirteen stone, gouty symptoms showed themselves, indigestion began to torment me, and my sleep became fitful.

He tried all sorts of remedies and experiments with his diet, but in vain. Life became a misery to him. He thought of suicide. Then one day he found salvation in the form of the stomach pump. At first the idea seemed horrible, but at last he submitted to the treatment.

AFTER THE TREATMENT.

It should be explained that the apparatus is not a pump but a syphon. A tube is pushed down the throat into the stomach, and water poured down it. The writer continues:—"I took the tube and commenced pushing it down my throat. I relaxed at first violently, but I had made up my mind to go on and soon noticed that the retching ceased. The doctor poured in something like a quart of warm water. He then depressed the funnel below the level of his stomach and immediately a dark liquid began to appear from the tube. He repeated this operation three or four times until the last quart of water came up as clear as it went in, not even discoloured."

"And now what a change, what a revolution, what a transition from lowest hell to heaven! The pain was gone, leaving no trace; the headache had vanished as if by magic; I no longer thought of the pain: it was cured perfectly and could always be cured in the same way."

The writer adds that it is now some years since he first used the stomach pump; for the first year every day and now perhaps once or twice a week, and he has never once found the slightest ill effect from it.

MENTALITY AND DIGESTION.

Pawlow, the Russian physiologist, showed the process of digestion to be regulated largely by the mental state, as well as by the sense of taste. One who is in a bad state of mind, having a sour disposition, is quite likely to have a sour stomach.

The enjoyment of food, the degree of hunger, the pleasure of eating, the freedom of the mind from care, worry and grief, all contribute mightily to healthy digestion and to the prevention of dyspepsia, with all its train of woes and suffering.

An effort should be made to make the meal hour the most pleasant of the day. If one is eating alone, in public restaurants, in no circumstances should he indulge in taxing and troublesome thoughts. Lay your mental work and plans aside; let the meal hour be devoted to the pleasure of eating.

THE VALUE OF FAT.

Lecturing before the Order of the Golden Age, Dr. Josiah Oldfield gave his panacea for old age.

Quoting the remark of the old man of 140 who told the Emperor Nero that the secret of longevity was "Oleum et mel," Dr. Oldfield showed how fats reduced the wasting processes of the body, and that by taking a daily dose of oil a man could do the same amount of work with half the cell waste, and therefore would extend his life by many years if he reduced his butcher's bill and increased his butter bill.

TREATMENT OF WARTS.

A very simple method of treating warts is advocated by Budinger, and is said to be very effective. This authority, according to the "Hospital," freezes the wart by spraying ethyl chloride on to it for a minute at a time, as in the familiar method of producing local anaesthesia for minor operations such as the lancing of boils, whitlows, &c. This process is repeated every other day as long as is necessary. Part of the wart thus treated drops off, and the rest gradually shrivels up, leaving a red spot.

Superficial warts naturally respond to this treatment better than deeper ones; for the latter the author recommends excision of the superficial portion first, and then the ethyl chloride spraying for the deeper part.

DENTAL CARRIES.

In an article on the treatment of dental disease in children, published in the "Dental Record," Dr. J. F. Colyer unreservedly condemns biscuits for young children, though he considers sugars and the mono-saccharides in particular even more harmful than these. Preventive treatment should follow the following lines: (a) the insistence on natural feeding where possible; (b) the use from early years of foodstuffs requiring efficient mastication; (c) the use of carbohydrates that are not easily fermentable, and the forbidding of sweets in the form of sweetmeats.

The use of the tooth-brush, while of secondary importance to the above, should be dogmatically insisted upon. Care should be taken that the mouth is functional, for which two things are necessary—namely, absence of mouth-breathing and of tender teeth. The former causes a persistent marginal gingivitis around the incisor teeth, and the latter lead to oral sepsis. If the pulp is exposed he advises extraction, and only uses conservative treatment in cases where caries has not proceeded to this extent.—"The Globe."

BRITAIN'S TRADE WITH THE FAR EAST.

On referring to the Board of Trade returns—statistics particularly to trade with the Far East, it may in the first place be noted that exports of cotton yarn to China have so far this year expanded considerably compared with last, though the figures will not bear comparison with those of 1909. On the other hand, smaller quantities are being sent to the Dutch East Indies and the Straits Settlements. A very satisfactory state of affairs is reflected in the cotton piece goods returns, where such increases are recorded for March as £345,000 in the case of China, £130,000 in that of the Dutch East Indies, nearly £200,000 for Japan, and £23,000 for the Straits Settlements. No doubt the increased shipments to Japan may be largely ascribed to the forthcoming new tariff. Corresponding advances are also recorded in the quarter's figures, China's purchases alone showing the big increase of considerably over a million sterling. British sales of soap are still expanding.

Less textile machinery has recently been shipped to China. As regards imports, receipts of China have so far this year surpassed the corresponding record of the two previous years. There is also a large increase in silk imports from the same country. The supply of rubber received last month was larger than in March of 1910. Imports of Philippines hemp show a big expansion. No soy beans arrived from Japan in March, and from China came only a third of the quantity received in the same period of last year. Tin shipment from the Straits increased by 400 tons.—"Capital and Commerce."

AMERICA AND THE PHILIPPINES.

ATTITUDE OF THE PEOPLE.

Judging from the tone of the majority of the paragraphs in the American Press, or even from the language of the accidental men whom one meets here in the clubs and at dinner-tables, one might imagine that the United States was on the point of abandoning the Philippines. As a matter of fact there is but the smallest likelihood of any such proceeding. The islands are receiving not a little public attention just now, as a result, partly, of the recent return of the Secretary of War from his Oriental trip, partly of the reported petty incidents which have increased public uneasiness on the subject of American relations with Japan, and partly because the Committee of Insular Affairs of the House of Representatives was not so long ago at work on its investigation of the Friar Lands scandal, as it is called, a full history of which was given in "The Times" of November 15 last. In the general, if desultory, discussion of the subject which is now going on it is rare to hear anyone speak of America's possession of the islands with even a semblance of enthusiasm. The almost universal attitude is one of indifference, tinged with contempt. It is probable that if, without any action on its part, the United States could suddenly cease to be in occupation—if the whole situation could of its own accord become non-existent—the immense majority of the American people would be glad. It would be a relief not to have the Philippines, but to take the positive action that would be necessary to surrender them is another matter.—"The Times" Special Correspondent in America.

Entimatiors.

MOTHERS SHOULD KNOW

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Also, how many break down at this critical period, the story of which losses is the saddest in the history of the world. The proper treatment might have saved most of these household treasures if the mothers had only known of WAMPOL'S PREPARATION and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Salt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation, its application has never failed us in any case, even the most aggravated bordering on emaciation. The children live, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a Food and a medicine—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

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	Changchun (").....Ar.	8.30 "	"	"	"
R 9.60	" (Russian Train).....Lv.	*9.30 "	"	"	"
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Y11.50	Mukden (")...Ar.	5.10 a.m.	Tues.	Thurs.
	(")...Lv.	5.25	"	"
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ALEXANDRA BUILDINGS.
Hongkong, 7th July, 1910. [28]

The object of this paper is to publish
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and print the news without fear or
favour.

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A. B.C., 5th edition
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**THE
Hongkong Telegraph**

HONGKONG, TUESDAY, MAY 23, 1911.

**INTERNATIONAL SHIP-
PING STRIKE.**

This summer, on a day that has already been fixed but is being rigorously kept secret, the seamen of the world will go on strike. The great international movement is being engineered in England, Mr. J. Havelock Wilson, the "sailor's friend," being its head. It will be the greatest and most widespread concerted movement of labour that the world has ever seen, and while we cannot but look forward with uneasiness to the inevitable dislocation of trade and commerce consequent upon such a strike, it must be admitted at once that "Jack" has more than a little cause for agitating for fairer conditions of life. The sailor, and, strange to say, the British sailor more especially, has many causes of complaint, and if heavy loss is sustained, as it probably will be, in shipping circles we must blame the circumstances in which he finds

himself and these alone. The seamen of America are heartily behind Mr. Wilson, and have already fully organised themselves for the great day. So have the sailors of nearly all the other maritime nations of the world, Germany alone, at first an ardent supporter of the movement, drawing back, alleging as reason that the German seamen have been promised better pay by the German shipowners. This may or may not be the case; the British committee is sceptical; but the German defaulters will not have any marked effect upon the strike, and it is generally believed that they will not be defaulters for long.

It is impossible to predict what the full effect of the strike will be. The shipowners, and particularly the Glasgow shipowners, are determined to fight to the end, or so they say. The employment of alien seamen is, of course, their great weapon, but owing to the universality of the strike, the seamen will be practically confined to men of colour, and, while we are sufficiently unprejudiced to recognise the ability of the Chinese and the Lascar, it is very doubtful if their employment in the higher grades is feasible. As deck hands they are well abreast of their work; as boatswains and quartermasters and engine-room artificers they will not appeal to the majority. Furthermore, legislation's powerful aid is certain to be evoked to restrict the employment of aliens on board British ships—they are restricted already on those of most other countries—and thus it seems certain that a large proportion of the British mercantile marine will find itself without hands.

It is not necessary to emphasise the seriousness of such a situation, and doubtless many and loud will be the criticisms of the men who have brought it about. We will not find ourselves in sympathy with these criticisms. As we have said the men are living in conditions that cry out to be rectified, and it should always be remembered that the seaman until quite recently was without friends. Plimsoll fought in Parliament for nearly fifteen years before his "mark" law prevented owners sending ships to sea so loaded that they were death traps; but Plimsoll did not succeed until in the House of Commons, amid an indescribable scene, he named certain owners, some of them present as Members, and accused them before the Commons and country of deliberate murder. Things have improved a little for the seaman since then; but they are not yet perfect, and since Great Britain owes all that she is and all that she will be to her seamen, we feel sure that there will be more sympathy than criticism for Mr. Havelock Wilson—who is no mere demagogue—and the men he is leading. Mr. Wilson will, however, do well to act with great caution, or he may find himself called upon to answer to the charge of conspiracy.

DAY BY DAY.

The Legislative Council will not meet on Thursday as announced last week.

Four more cases of plague have occurred during the twenty-four hours ending noon to-day. All are Chinese and three have died.

The funeral of the late Mr. Francis Joseph de Rome Rowley, of Messrs. Thomas Cook and Son, took place to-day at Happy Valley at half-past eight in the morning. The shipping companies of Hongkong were all represented, the service being conducted by the Rev. Father Spada. A large number of wreaths were deposited on the grave.

QUEEN'S COLLEGE.

PRESENTATION CEREMONY TO-DAY.

SPEECH BY THE GOVERNOR.

As time goes on the Headmaster of Queen's College has been endeavouring gradually to bring that admirable institution into line with the public schools at home and the latest departure has been the appointment of prefects and the striking of a distinctive silver badge (or button) to be worn by the students in Class I, in much the same way as college caps or colours are worn in English schools. The badges are of solid silver and will be worn by European and European-dressed students on the lapel of the jacket and by Chinese boys on the right breast over the first button of the tunic. The prefects will wear similar medals, gilt. On the obverse side of the medal are the Royal Arms in relief with the words "Queen's College, Hongkong," round the margin. On the reverse side are inscribed in Chinese characters the name of the College and the name of the student in English or Chinese, with the date 1911.

This afternoon the ceremony of presenting the badges to the pupils was performed by His Excellency the Governor, Sir Frederick Lugard, in the College Hall. Amongst those present were Right Rev. Bishop Lander, Messrs. E. Ralphs, Headmaster; Mr. E. A. Irving, Director of Education; Captain Simson, Private Secretary to H.E. the Governor; Mr. A. W. Grant, second master; Messrs. B. Tanner, B. James, R. E. O. Bird, A. H. Crook, R. J. Birbeck, H. L. O. Garrett, A. R. Sutherland, A. O. Brown, F. J. de Rome, Rev. H. R. Wells, Messrs. Ng In, Tse Ching-fong, and the whole of the Chinese staff.

HEADMASTER'S ADDRESS.

The Headmaster (Mr. Ralphs) in his opening address said that he had asked His Excellency to meet them this afternoon to present to Class I boys the silver badge of the College which henceforth they will be privileged to wear. He would like to explain to the boys why he had chosen this particular day for the ceremony. To-morrow, as they were all aware, is the day known as Empire Day, set apart as a holiday throughout the whole of the British Empire in order that all who belong to that vast Empire may be reminded of their privileges.

He considered it appropriate that, as he had called them together in order to announce to-morrow's holiday, and the significance of that holiday, they should be reminded on this occasion not only of their privileges, but of their duties as students permitted to wear a badge bearing upon it the arms of "The Empire." They had been addressed from time to time upon the subject of the British Empire, they had often been told and had often read that "upon the British Empire the sun never sets." He sometimes wondered whether they really understood what that meant. When Hongkong is wrapped in the darkness of night, some other part of

Our Empire

is enjoying the mid-day sun. We might go further and say that there are very few hours of the day or night here, when it is not noon-day in some British land. The ancients used to believe that the sun was a large chariot of fire driven round the world. Let us for a moment imagine ourselves seated in this sun-chariot, driving round the world to get a glimpse of the lands over which the British flag flies. Looking directly down from our sun-chariot then, as we leave Hongkong, we get a fleeting vision of West Australia as we move swiftly on our course, and almost immediately we see the Straits Settlements, then Borneo, then our great Indian Possessions—themselves an Empire within a greater Empire—and stretching away to the South a few scattered islands, prominent among them Mauritius and the Seychelles, dotted in the blue Indian Ocean.

Now glancing northward again we see the dismal heights of Aden, then great tracts of territory extending from end to end of the vast African Continent. We pass by the Island of Malta in the Mediterranean,

glancing down at Nigeria as we rush rapidly on. Next we look upon the Gold Coast—the tropical, West African Colonies, Gibraltar, and to the north those cradles of our Empire's greatness, the British Isles.

On again,

and we gaze upon a vast stretch of water—the Atlantic Ocean, but before we lose sight of the British Homeland we see the flag again in South Georgia, a gloomy island far away in the Southern Seas; then Newfoundland (our oldest Colony), then the West Indies greet us and to south again the wind-swept Falkland Islands. North again, and for five hours we pass over the Dominion of Canada, "Our Lady of the Snows," one of the most flourishing of all our Possessions.

During the next three hours we pass in the Pacific Ocean numerous little islands belonging to our Empire. Soon below us we see New Zealand; then the great Island Continent of Australia, second to none in the tale of Britain's daughters, and again innumerable small islands all around, while as we pass over Australia our own tiny little island of Hongkong comes into view once more. So in our rapid journey round the world we have never once lost sight of some portion—great or small—of the British Empire. The foundations of this vast Empire were laid in the reign of Henry VII, but by far the greatest development took place during the reign of Queen Victoria: it is fitting therefore that on the anniversary of her birth, the

Growth and Glory

of the Empire should year by year be celebrated. Queen Victoria ascended the throne of an Empire embracing 8 1/2 million square miles; she handed it down to her illustrious son and successor, King Edward VII, with three million square miles added to it. When she began her reign, the Empire covered one-sixth of all the land of the globe; she handed to her successor a territory embracing nearly one-fourth of the whole of the globe. On this territory dwell 410 million of people—more than one-fifth of all the world's inhabitants, people of every race and of every colour and every religion, speaking innumerable tongues and living in various degrees of civilisation.

The story of the building of the Empire was far too long for him to tell now, but they could remember that the Empire is the result of the strenuous self-sacrifice of men and women of our race who have gone forth, regardless of dangers and difficulties, to carry the flag to every

Corner of the Globe.

And as new peoples had come within the fold of the Empire they had been shown by our Empire Builders and Rulers that they can rest confident in the knowledge that Justice, Freedom and Peace will be established beneath the British rule. They were honoured in having with them this afternoon one of that great band of Empire Builders, a soldier who conquered savages, races only that he might bring to them the innumerable blessings of peace and civilisation.

He would now ask H.E. Sir Frederick Lugard to present the College badges and afterwards to address them on their privileges and duties as students of Queen's College, a College maintained in this outpost of our Empire by the British Government for the education of all comers—irrespective of nationality or creed. (Applause.)

The Headmaster's address was translated into Chinese by Mr. Tse Ching-fong, second Chinese assistant master.

SIR FREDERICK LUGARD,

before presenting the badges, said—Boys of Queen's College, the first time I addressed you in this hall, nearly two and a half years ago, I appealed to you on the question of public school form and esprit de corps. I am very proud and pleased to see that my words have been taken to heart by you and have produced good results. To-day I am about to present to the scholars of Form IA, the silver button of the Queen's College, and prefects will also be created. I approve and welcome the institution because I feel that they will not be meaningless decorations, but that the wearers, and the prefects of Queen's College, will see to it that they are the

Leading Lights

in the school. You, senior boys in Queen's College, who will wear the button, and who are prefects, are appointed to be the guardians of the good name of the public school form of Queen's College, and your headmaster looks to you, and I look to you, that you will be vigilant and faithful guardians, that you will set an example and see to it that all the younger boys in the school conform to the traditions of Queen's College.

Let me recall to your minds what it was I said to you some years ago about public school form and about esprit de corps. Those terms stand in the first place for a pride in your school so that every boy in Queen's College believes that Queen's College is the

Best School in Asia

and he is determined that it shall beat all other schools. He is determined that neither he himself nor, so far as he can help it, any other boy should bring any discredit on the school. He is determined that the traditions of the school shall be maintained in accordance with the code of honour which he respects. That schoolboy code of honour is one which considers that any act which is mean or cowardly should not be tolerated—such things as cheating, and copying in examinations and bullying. It prompts him to own up if he is in the wrong and not to throw the blame on some one else. It prompts him to see fairly,

To Play the Game

in all those dealings which school boys have with one another outside the class rooms. It makes him jealous of the renown of the school both in sports and in work and he is anxious that in both it should be pre-eminent over every other school; and he is anxious that no one should discredit the school either by stubbornness or by meanness or by any dirty or disgusting habits or language. It is not my intention this afternoon to explain in any great detail the meaning of these ideas, but I am sure your masters have explained it to you and will explain it to you. Indeed, the results to-day of creating prefects and bestowing buttons show me that the masters of the College have taken an interest in cultivating this feeling of public school form ever since I first spoke of it in January, 1908. I trust that those boys who will wear the button and will be prefects of the Queen's do themselves thoroughly understand the ideas which these decorations represent, that they will set up to them and do their best to explain them to the junior boys in the school, and that in that way this code of

Schoolboy Honour

will become the unwritten boys' rules of Queen's College—rules not made by masters but made by yourselves and enforced by yourselves. I have one other word to say. To-morrow as you know is Empire Day.

It is a day upon which every boy in British schools throughout the Empire is on holiday in order to celebrate the bond of union which that day constitutes. It is a day on which all subjects of the King rejoice that they are subjects of the British Empire, by loyalty and by patriotism. Those who are not subjects of the British Empire recall on that day the benefits they enjoyed by residing in the Empire. Again let me remind you of all I said to you on this subject of patriotism some years ago. I told you that true patriotism constituted a love of your country, a desire to bring to it all that is best from every country in the world. It consists in a desire to

Devote Your Life

and best ability to your country. It does not constitute jealousy of other countries' nor childish sensitiveness and gives no facilities for taking affront. True patriotism supports loyally the rulers of your country and it teaches you the desire that your country may be great and good and a model to all other countries. That is the lesson, boys, I want you to learn while you are at Queen's College, and I cherish the great hope that before the time comes for you to leave this country I shall, with the assistance of your headmaster and staff, see these principles of which I have been speaking firmly established in Queen's College and other schools

of this Colony. (Applause.)

His Excellency's speech was translated by Mr. H. R. Wells, translation master.

His Excellency then presented the badges to the prefects and the students of Class I. In the absence of Lady Lugard, His Excellency on her behalf accepted from the prefects a silver gilt replica of the new badge, the presentation being made by Mr. Tsang On-wing, the senior prefect. On the reverse side it bore the inscription: "Lady Lugard, from the prefects of Queen's College."

Badge-Holders.

The following were the recipients of badges:—Tsang On-wing, Tai Tung-pui, Leung Tung-wing, Wong Tai-cho, Lo Hin-shing, Luk Shui-hi, Young Wan-hing, Ho Sik-cheong, Li Tsok-lun, J. W. Lee, A. H. Ramjahn, Pui Sai-cheuk, Chiu Lau-cho, and Y. Tonino (prefects); Clement Mok, Leung Pok-kin, Chan Chouk-hoi, Chuan Chung-san, Ip Yuk-fan, Moosen Solomon, Leung Hon-chi, Yau Ki-chen, Wu U-fu, Kwong Lun, Fung Yu-wa, Cheung King-nam, Lo Po-wa, Ismail Adam, Xavier Michael, Tsui Yui-san, Tse Yung-shung, Li Man-sui, Young Shun-hong, Chan Tsung-u, Lin Po-cheung, Un Po, Kwan Un-shui, Cheung Sai-yik, Lam Shui-wing, So King-eh, Pui Yuen-chen, Wong Chun, So Kin-wan, Wong Shiu-kai, Lo Shiu-fan, Shio I-on, Ohik Yam-kuong, Leung Kui-san, Li Sik-kwan, Ng Ping-nun, Wong Lam, Lai Ming-kai, Chan Ping-kuong, Ling Hing-kwan, Chan I-wo, Tam Lai-u, Hu Wa-cheuk, Cheung Wing-yun, Lo Man-ping, Tsoi Pak-hang, Fung Yu-cheung, Chan Tsan, Chan Man-hin, Chu San, S. Mok, Ho Tak-wing, Leung Ho, Wong Wing-kan, Lo Chun-yui, Pong Lai-shang, Fung Wing-fai, Li Shiu-kau, Sin Cho-nam, Lo Hung-lai, Lau Kwok-lam, Kwok Ting-kit.

ARMY ORDERS.

Lieutenant G. H. Russell of the 120th Baluchistan Infantry left the Command on the 13th inst. on eight months leave.

A Court martial will be held in the Court Martial Room, Scandal Point, at 10 a.m. on Thursday. President, Major W. H. Woolbridge, 120th Baluchistan Infantry; members, a captain of the 1st Bn. K.O.Y.L.I. and a subaltern of the R.G.A.

VOLUNTEER CORPS ORDERS.

REHEARSAL FOR KING'S BIRTHDAY PARADE.

Parade at Headquarters at 5.45 p.m. on Wednesday, May 31st.

Dress:—Khaki and putties, helmet, rifle and side-arms. All members who will be on parade on the King's Birthday, June 3rd, are requested to attend this parade.

Rifles and Sidearms can be drawn from Headquarters on Monday or Tuesday, 29th or 30th May.

JOINED.

Mr. C. C. Stork joined the Corps on the 17th May, assigned Corps No. 1244 and posted to No. 3 Artillery Company.

Messrs. W. J. Eldridge and H. E. Dunipace joined the Corps on the 18th May, assigned Corps Nos. 1245 and 1246 and posted to No. 4 Artillery Company.

RESIGNED.

Sapper J. R. Pereira of the Engineer Company is permitted to resign on leaving the Colony with effect from the 8th May.

ON LEAVE.

Sergeant G. H. Blason of the Scouts Company is granted leave of absence for 12 months with effect from the 2nd May.

Private W. F. Taylor of the Infantry Company is granted leave of absence for 12 months with effect from the 17th May.

Gunner J. R. Crolius of the No. 2 Company is granted leave of absence for 12 months with effect from the 6th May.

Private E. B. Reed of the Scouts Company is granted leave of absence for 12 months with effect from the 23rd April.

The second athletic meeting of the Boys' Own Club will be held to-morrow at the Happy Valley Race Course. In all there are 18 events and a large number of entries have been received so that sport ought to be very good. The meeting, which is under the patronage of H.E. the Governor, has been well arranged by a large and capable committee.

POLICE COURT.

Before Mr. F. A. Hazeland this morning, four Chinese were charged with stealing a quantity of miscellaneous goods, valued at \$1,533, from a store at No. 4, Wing Wo Street; also with receiving the same at 10, Mercer Street. Mr. R. A. Harding appeared for the prosecution and Mr. W. E. L. Shenton for the defence. The case was remanded till next Monday at 2.15 p.m. The arrests were made by Sergeant George Watt of Westpoint Police Station.

For unlawfully returning from banishment, a Chinaman of bad repute was to-day sentenced by Mr. J. R. Wood to one year's imprisonment with hard labour and four hours' stocks.

FIRE INQUIRY.

An inquiry was held by Mr. F. A. Hazeland at the Magistracy this afternoon into the circumstances attending a fire which occurred on the 13th April last at No. 43, Wing Lok Street.

Mr. Shenton represented the Prussian National Insurance Company of Stettin, the local agents being Messrs. Garrois, Borne and Company. There were other fire insurance companies interested, but he was appearing for one only. It was, however, the same insurance in respect of each policy.

Mr. Harris represented the Wah Cheung Lung Kee firm, all the partners interested and the others on the premises at the time of the fire.

His Lordship said he would first call the managing partner.

Li Shing Chee, the managing partner of the Wah Cheung Lung Kee, was the first witness called. The firm carried on business at No. 42, Wing Lok Street. The firm was started on the 17th February, 1911. There were four partners, including himself. He bought the business from a man named Chow Chuk Fun for \$8,200. This man is now in Canton. The money was paid partly in Hongkong and partly in Canton; witness was the only partner resident in Hongkong. He left for Canton on the 6th of April and heard of a fire having occurred on the 14th April. The fire was on the 13th day of April. On receipt of the letter he immediately returned to Hongkong. The goods in the shop at the time of the fire was worth \$20,000 more or less. There was over \$10,000 worth of silk stored in various places. The woollen and cotton goods amounted to \$5,000 or \$6,000 in addition to other goods. The lot was insured for \$20,200, including fixtures and furniture.

To Mr. Harris—When witness left for Canton he left five foks in charge of the shop. They were all together at the Yang Hing boarding house when he returned from Canton. He went there because there was a notice intimating their presence there at the scene of the fire. He left Tam Kum in charge of the shop during his absence in Canton. It was Ho Chun Him, the accountant, who wrote to him about the fire. He could give no reason for the outbreak of fire on the premises. He had been in Hongkong for about eighteen years, and had been manager of the Wah Cheung firm for five years previous to purchasing it from Chow Chuk Fun. Mr. Shenton then cross-examined on the question of the books of the firm and their method of keeping accounts.

The hearing was adjourned.

ARMED ROBBERY.

AT SHA-PO.

A shop coolie who resides at a suit shop at Sha-po has reported to the Police that at 11 p.m. on the 21st four men armed with knives and revolvers broke into his house. They tied him and his foks, after which they stole a quantity of clothing, a watch, and money to the value of \$270. They then made good their escape to Chinese territory.

CORONATION CELEBRATION FUND.

The following further subscriptions have been received:—Yangtze Insurance Association, \$100; Italian Roman Catholic Mission, \$100.

SUPREME COURT.

A SUCCESSFUL APPEAL.

This morning the Chief Justice, Sir Francis Piggott, and Mr. Justice Gompertz sat in full court to consider an appeal from a decision of the Acting Puisne Judge, Mr. F. Hazeland, in a question of costs. Mr. Eldon Potter (instructed by Mr. Otto Kong Sing), appeared for the appellant, while Sir Henry Berkeley, K.C. (instructed by Mr. P. W. Goldring) appeared for the respondents.

Mr. Potter said that was an appeal from a decision of the learned Acting Puisne Judge on a question of costs. The full court granted leave to appeal, and the case was stated in accordance with their Lordships' directions. The respondents brought an action against the Shan Yik Chow, claiming \$98.60. Their defence to that action was that they were not indebted, but that as a matter of fact they said the other side owed them a large sum over and above that, so they began an action, claiming \$531.88. The action was successful to the extent of \$243. His claim of \$98 was set off, and judgment was therefore for \$144. The judgment was accepted for the time being, but on the application of the defendant's solicitor, the Puisne Judge agreed to re-hear the case. He adhered to his former decision, however, but deprived them of the costs. They submitted that the proper order for costs would be the order which they asked for in the motion, that they got the general costs of the action, and of course the other party got costs of any issue in which they were successful. There was no question of misconduct on the part of either party from the beginning of the case.

His Lordship said that he felt to disturb an order of a judge in summary was difficult.

Sir Henry Berkeley submitted that the judgment and order of the Puisne Judge in the matter of the order respecting costs should not be disturbed. There were two actions before the Puisne Judge, which he heard together. They were cross actions which came before him as one action. Man Chung claimed, nominally, \$90 and Shum Yik Chow claimed \$500.

The Judge heard all the evidence on all the various issues, and in the result, he came to the conclusion that each party had made an unfair claim against the other.

Mr. Potter: No, no. Sir H. Berkeley:—The effect of the investigation by the learned Judge amounts to this—that each party had made a claim against the other, which they could not substantiate. Man Chung made a claim of \$90, which he could not recover, because of the set off which Shum Yik Chow had against him, but in putting forward the counter claim Shum Yik Chow claimed two-thirds more than was due to him. Continuing, counsel spoke of the action as speculative.

Their Lordships allowed the appeal with costs.

A BUTCHER'S DISPUTE.
This morning at the Supreme Court before Mr. Justice Gompertz, the Chung Fat Lee firm of 4 Chater Street sued the Sang Lee firm, 17 Central Market, to recover \$937.60, the balance of the price of goods sold and delivered.

Mr. Gardiner appeared for the plaintiff and Mr. L. R. Needham for the defendant.

The case for the plaintiff, as regards the delivery and price of the goods, was admitted by the defendant who in defence said that he had carried on the business of a butcher. He became insolvent and on going into his accounts found that he was unable to pay his creditors in full. He went round to certain of his larger creditors and informed them of the state of his affairs. Five of them, including the plaintiff, agreed to accept 50 per cent. in full payment of the debt and prior to the action he had tendered to the plaintiff half the sum claimed.

Judgment reserved.

Edinburgh, the capital of Scotland, shows a decrease of population, 1,325 according to the census return just issued, after Portobello, an area added since 1801, is deducted. Glasgow, similarly considered, has increased only by 7,837.

SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon in the board room when there were present:—Mr. E. D. C. Wolfe, president; Col. Bodford, Mr. A. Shelton Hooper, Hon. Mr. E. A. Hewett, Mr. Lau Pak, Mr. Ng Hon Taz, Dr. Fitzwilliams, Dr. F. Clarke, Medical Officer of Health, Dr. Hartley, assistant medical officer, and Mr. Bowen Rowlands, secretary.

A minute was submitted by the President relative to the proposed additions to the Shaukiwan market. It stated that the original market structures, together with the caretaker's quarters, were destroyed by fire on the 1st March, and it was now proposed to replace them by the permanent building shown on the plan.

The Registrar General minutened: This extension has been badly needed for years.

The President said that under the circumstances it seemed necessary to suggest some more permanent structure, but as the Bay would no doubt be reclaimed at some future date, he did not want to involve the Board or the Government in any great expense. The simplest plan had been chosen.

The proposal was adopted by the Board.

A report was submitted from the Government Bacteriologist and Analyst on the public water supplies for the month of April, 1911. It stated that samples had been taken and the filtered water in each case was fit for potable purposes.

A letter was read from Government relative to amending No. 1 of the instructions for guidance of the Administrative Head of the Sanitary Department.

The letter, dated 15th May, stated that His Excellency had been pleased to approve the amendment in the instructions for guidance of the Administrative Head of the Sanitary Department suggested by the Board.

The mortality returns for the week ending April 29th showed that the rate for the whole colony, British, foreign and Chinese community, including Army and Navy, was 19.8, as compared with 20.4 for the corresponding period last year.

A letter was read from Government relative to the erection of 24 water closets at Nos. 2 and 3 Praya East, on Marine Lot No. 65.

The letter was from the Colonial Secretary's Office, and was as follows:—I am directed to inform you that the Governor in Council is not prepared to consider the application forwarded in your letter of 12th April on account of the position of the sewer outfall. The expense of extending the sewer to deep water, and the risk of damage to which it would be liable if so extended preclude the possibility of carrying out such extension under existing circumstances. Should the applicants be unable to suggest any solution of the difficulty, the Governor-in-Council is prepared to reconsider the matter.

The committee appointed reported that No. 9 shed, Sassoon's Villa, which was declared infected as the result of an outbreak of foot and mouth disease, had now been declared free.

An application was received from Messrs. Palmer and Turner for permission to erect two water closets and six urinals at the New Victoria Theatre, Des Voeux Road Central.

The M.O.H. said he had no objection, provided an adequate and independent water supply was provided.

CONSERVANCY BYE LAWS.
A minute was submitted by the President relative to the draft scavenging and conservancy bye-laws.

The report of the select committee appointed to consider the proposed amendments to the scavenging and conservancy bye-laws with reference to water closets, was submitted by the secretary, and adopted.

Mr. A. Shelton Hooper minutened: I have no time to compare the proposed new bye-laws with the existing bye-laws. The matter might stand over until next meeting.

The President said it was not proposed to deal with the bye-laws that afternoon, as obviously the members had not had time to consider them. In order to get a general idea as to what the wishes of the Board were, with

a view to re-drafting the bye-laws which were certainly in need of re-drafting—he proposed that the Board go into committee and discuss them one by one. Having thus got the gist of what the members wished, he would endeavour to have the bye-laws drawn up in accordance with those wishes.

Mr. Hooper said what he meant by his minute was this. At 4 o'clock on Monday afternoon a whole new set of papers went to his office, and he had not time to consider them then. There were no distinguishing marks to show which portions of the bye-laws had been altered. The President said the new conservancy contract started in October, and it appeared to him that the new bye-laws should be prepared at the earliest possible moment. There was a lot of work to be done between now and the 1st of October. The Board went into committee, and discussed the bye-laws one by one.

THE WATER QUESTION DISCUSSED WITH SPIRIT.

SOME EAVESDROPPINGS.

The Club bar. Time, Monday, five minutes before eleven. Dramatis personae, Optimist and Pessimist.

O.—Morning, old chap; isn't it coming down!

P.—Yes; but it will take a lot of this sort of thing to fill the reservoirs.

O.—The reservoirs! Why, I thought they were full.

P.—Never made a greater mistake in your life.

O.—But I see from the papers that the Water Authority (whoever that may be) is giving the city a full supply all over.

P.—The more fool he! There'll be a cry of "water famine" before long.

O.—Oh, come now;—I thought the rider-main system makes that next to impossible.

P.—Why, it's a bad system from first to last. Here I have had my tenants complaining that they could not get water for more than a few minutes during the two hours' service that they have had to put up with for a long time back, and now they are deluged in a full supply.

O.—But don't they deserve it?

P.—They don't want it.

O.—But if there is plenty of water, why not let them have it?

P.—My tenants are not different from other Chinese. They will let the taps run all night. Besides, there is not plenty of water. Most of this rain on the island is running down into the harbour.

O.—Then you would keep them on short commons even if the reservoirs were overflowing?

P.—No; but I would keep on a short service until the water did reach the overflow.

O.—What! The two hours' service?

P.—By no means. Give them three hours morning and evening. It's all they want, and any more means waste. The present policy is penny wise and pound foolish. Hallo! There's the tiffin-gong. Ta-ta.

STEEL PRODUCTION OF COUNTRY.

TOTAL OUTPUT DURING 1910 REACHED 26,094,000 TONS.

The American Iron and Steel Association has ascertained the production of all kinds of steel in the United States in the calendar year 1910, both ingots and direct castings being included. The production of Bessemer steel was 9,412,772 gross tons, compared with 9,330,783 gross tons in 1909; of open-hearth steel, 16,504,500 tons, compared with 14,933,936 tons in 1909; of crucible steel, 122,303 tons, compared with 107,355 tons in 1909; of electric and miscellaneous steel, 55,335 tons, compared with 22,947 tons in 1909. The total production of steel was 26,094,010 tons, and the total pig-iron output was 27,298,545 tons, against a total production of steel of 23,955,021 tons in 1909, and 25,795,471 tons of pig-iron in 1909.

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AMERICAN NEWS.

[VIA MANILA.]

Washington, May 17.—An announcement is made at the City of Mexico that President Diaz will resign from office between now and June 1. This report has come several times only to be denied but in view of the new negotiations for peace between the insurgents and the Government it is given more credence than it has heretofore received.

Five days general armistice has been agreed upon by the government and the insurgents and the negotiations for conditions of peace are now actively on. If the announcement of Diaz' impending resignation is genuine it is believed peace will be made and ratified.

Washington, May 16.—Following the decision of the U. S. Supreme court, the supreme court of the district of Columbia has instituted proceedings for criminal contempt against President Samuel Gompers, former Vice President John Mitchell and Secretary Frank Morrison of the American Federation of labour. The action is based on the original contempt in the Buck boycott case.

Washington, May 16.—Representative James L. Slayden, of Texas, introduced in the House to-day a petition and resolution calling for the investigation of the administration and standing of Dean C. Worcester, secretary of the interior in the Philippine government.

The petition as presented by Mr. Slayden is signed by a number of publishers, clergymen, professors and others, and it charges that Secretary Worcester is notoriously unpopular with the Filipino people and asks that there be an investigation of the manner in which he has discharged his duties.

Representative Slayden's resolution directs that there be a congressional investigation along the lines indicated. The resolution was referred to the committee on insular affairs of which Representative Jones, of Virginia, is chairman.

This proceeding is unquestionably the "come back" of Messrs Winslow, Ralston and Martin who were so unmercifully drubbed by Secretary Worcester during and after the friarlands inquiry. It is improbable that such an inquiry will be ordered with enthusiasm and dispatch. Indeed, it is possible it will not be ordered at all, because several very hard-headed and fair minded Democrats sat all through that inquiry and got a very fair line on the character of the service Secretary Worcester has rendered to this government.

Washington, May 19.—Republican leaders state with seeming authority that President Taft will be a candidate for reelection in 1912, on the regular republican ticket. When asked to-day to confirm the report, the President smiled, and would not be interviewed, in view of which it is generally assumed that he has agreed to accept the nomination over Senator La Follette, the only formidable candidate who has appeared thus far.

Washington, May 19.—Major General Leonard Wood, chief of staff, has declared himself in favour of an army reserve corps. The question of lengthening the period of enlistment to five years has occupied the attention of the war department for some months, and many officers favour the increase. It is very probable that General Wood's opinion on the subject will put in motion the question of an army reserve for the United States.

General Funston, when interviewed regarding the above cablegram, said:

"The plan that General Wood has always favoured is for a short first enlistment period to determine whether or not the recruit cares for and is fitted for the service. The length of the first short period of enlistment has never been specified or determined upon hitherto, but this cablegram, evidently, is the result of either a recommendation or an expression of opinion on the part of General Wood and the length of the said first enlistment period is no doubt considered by that officer therein."

OUR LETTER BOX.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—In their letter, published in this morning's issue of the "Daily Press," Messrs. Bradley & Co. devote a good deal of space to a discussion of the relative prices at which is sold, by retail, whole condensed milk, and condensed skimmed milk. I may say at once that I have never been informed by Clients, nor have I been aware of the actual prices of such articles. All I know was that one was necessarily greater than the other. The fact that tins of whole condensed milk can be purchased wholesale at from 22 to 24 cents each, while tins of condensed skimmed milk fetch about 13.1-2 cents each, does not affect my contention that the Chinese are well aware that an article for which they pay less than a quarter the price of a somewhat similar article is of vastly inferior quality to the latter. They are equally well aware that an article costing 15 cents is very inferior in quality to one of a somewhat similar kind for which they pay 25 cents. And, where the total earnings of a Chinaman amount to only 50 cents a day, it may well be that while he could afford to pay 15 cents, he could not afford to pay 25 cents for a particular article of diet. A difference of ten, or even five, cents is of very great importance to a man in his position.

With regard to the quotations, in Messrs. Bradley & Co.'s letter, from various journals of three years ago, it is a fairly well-known fact that, for a considerable time, there was much controversy in England on the subject of the food value, or otherwise, of skimmed milk. As Mr. Bannister said, "Interested persons have tried to raise a prejudice against the use of it," and others, "though acting in good faith, have sadly misrepresented the composition of an article of food. The effect of this action is to cramp an industry deserving encouragement, to excite prejudice against an article of food which is cheap and wholesome, and, when properly used, of 'excellent food value.' Even to the present day there may be many who honestly believe that skimmed milk is not a wholesome food, and is particularly deleterious to infants. But the question was gone into thoroughly by leading experts, with the result that it was evidently not considered advisable by the Home Government to cramp the industry by introducing legislation such as that which it is now proposed to introduce in this Colony."

Messrs. Bradley and Co. have not touched upon the main points of this matter, which seem to me to be:—(1) that it is believed that the percentage of cases in infinitesimal in which condensed skimmed milk is given as food to Chinese infants, who, in the natural and ordinary course of events, would not be weaned; but that it is almost entirely used by the Chinese to supplement other food given by them to their children who have been weaned, and who could not subsist entirely on even whole milk; and (2) that condensed skimmed milk is the invention and manufacture of those whom the Chinese have been accustomed to term "Foreign devils," and anything which is likely to give rise to a suspicion in the Chinese minds that it is injurious, would necessarily destroy all trade in it out here. A statement on the label that it is "not suitable for infants" would be taken to imply that it was bad for infants, and the Chinese would be not unlikely to conclude that the tins contained some poisonous mixture which would injure the health of its consumers; and, consequently, instead of using it, they would give their children cheap and unwholesome food, which would, in reality, be deleterious.

Moreover it should be borne in mind that, if the Chinese are led to suspect that tins of condensed skimmed milk are injurious, it is not improbable that they would also think that tins of Full cream condensed milk might be unwholesome; and thus, instead of gaining benefit by the proposed legislation, dealers in the latter article only would suffer a loss in their trade.—Yours, &c.

O. D. WILKINSON.
Hongkong, 23rd May, 1911.

Intimations.

MILK

FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "NIPPON MARU."

FROM SAN FRANCISCO, HONOLULU and JAPAN PORTS.

The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY, 20th inst., at 5 p.m., 1911, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown. No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godowns, and all Goods remaining undelivered on MONDAY, 29th May, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or godown and examination of same to be arranged. All claims must be filed on or before June 6th, 1911, otherwise they will not be recognized.

K. MATSUDA, Agent.
Hongkong, 23rd May, 1911. [888]

LATE SHIPPING NEWS.

ARRIVALS.

Tjikini, Dut. S.s. 2,000, H. Koops, 20th May—Java and Manila 17th May, Gen.—J. C. J. L.

Chiyuen, Chi. s.s., 1,177, W. Jameson, 23rd May—Shanghai 20th May, Gen.—C. M. S. N. Co.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.
The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 6 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPEROR OF CHINA" Satur. June 10.	"ALLAN LINE" Fri. July 7.
"MONTAIGLE" Wed. June 28.	"EMPEROR OF INDIA" Fri. July 28.
"EMPEROR OF JAPAN" Satur. July 22.	"ALLAN LINE" Fri. Aug. 18.
"EMPEROR OF CHINA" Satur. Aug. 12.	"EMPEROR OF BRITAIN" Fri. Sept. 8.
"EMPEROR OF INDIA" Satur. Sept. 2.	"ALLAN LINE" Fri. Sept. 29.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Montaigle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.
Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£ 1.10/-
Passengers for Europe have the option of going direct by a Trans-Atlantic Line either from Canadian Ports or from New York to Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAIGLE" carries only "One Class" of Saloon Passengers (normal Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.
Via Canadian Atlantic Port...£ 43
Via New York...£ 45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. ORADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI & NINGPO	HANGSANG	Wed. day, 24th May, Noon.
MANILA	WINGSANG	Saturday, 27th May, 2 p.m.
SHANGHAI, KOBE, & MOJI	FOOKSANG	Monday, 29th May, Noon
SINGAPORE, PENANG, & CALCUTTA	KUTSANG	Wed. day, 31st May, Noon.
TIENTSIN	CHEONGSHING	Friday, 2nd June, Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).
The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 7 days for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chifoo, Tientsin & Newchwang.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**
Telephone No. 215.
Hongkong, 23rd May, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"KUMERIC"	6,252	G. B. McGill.	6th June
"LUCERIO"	6,400	J. Mathie.	30th June

* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for storage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric light, the "Lucerio" and "Oriente" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780.
Hongkong, 20th May, 1911.

JEBSEN & CO.,
KING'S BUILDING.

Proposed Sailings of Steamers for
HOIHOW—HAIPHONG—PAKHOL.

For	Steamer	Captain	Tons	Sails on
HOIHOW, TOURANE, & QUINHON	"Helene"	H. Hendixen	1,750	May 25, 8 a.m.

The steamers are of the most modern type, fitted throughout with Electric Light and have splendid accommodation.

For further particulars as to passage and freight, apply to

JEBSEN & CO.
Telephone 805.
Hongkong, 23rd May, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATION	STEAMERS	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	MISHIMA MARU, Capt. A. E. Mosses, Tons 9,000 KAGA MARU, Capt. M. Hagino, Tons 7,000 ATSUTA MARU, Capt. Wm. Thompson, T. 2,000	WEDNESDAY, 24th May, at Daylight. WEDNESDAY, 7th June, at Daylight. WEDNESDAY, 21st June, at Daylight.
VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 17th June, from KOBE
VICTORIA, B.C., & SEATTLE via Kure, Suva, Honolulu, Moji, Kobe, Yokohama, Shimonoseki & Yokohama	INABA MARU, Capt. S. Tomimaga, Tons 7,000	TUESDAY, 20th June, at 4 p.m.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane	YAWATA MARU, Capt. J. Nagao, Tons 5,000 NIKKO MARU, Capt. M. Yagi, Tons 6,000	FRIDAY, 9th June, at Noon. FRIDAY, 7th July, at Noon.
SHANGHAI, MOJI & KOBE	CEYLON MARU, Capt. F. Pyno, Tons 6,000	WEDNESDAY, 24th May.
KOBE AND YOKOHAMA	HITACHI MARU, Capt. T. Yatsuwaki, T. 7,000	THURSDAY, 25th May, at 11 a.m.
AGASAKI, KOBE AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6,000	WEDNESDAY, 7th June, at Noon.
BOMBAY via SINGAPORE & COLOMBO	TOSA MARU, Capt. Noma, Tons 6,000	TUESDAY, 30th May.

† Fitted with new system of wireless telegraphy.
* Carries deck passengers.
† Cargo only.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chatel Road.

T. KUSUMOTO,
Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Port	STEAMERS	To Sail
SHANGHAI	"ANHUI"	25th May, 4 p.m.
HAIPHONG	"SUNGKIANG"	27th May, Noon.
SHANGHAI	"CHENAN"	27th May, 11 p.m.
TIENTSIN	"KUEICHOW"	29th May, 4 p.m.
TSINGTAU, CHEFOO & NEWCHANG	"NANCHANG"	29th May, 4 p.m.
MANILA, CEBU & ILOILO	"KAIFONG"	30th May, 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duly qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE—Twin Screw Steamers "Tea" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

† SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinkwa), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.
Telephone No. 25.
Hongkong, 23rd May, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINE
IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Rotterdam, Hamburg & Antwerp:
S.S. Slavonia 4th June	S.S. Sachson 25th May
"Silvia 20th June	For Marseilles, Havre & Hamburg:
"Saxia 1st July	S.S. Bayern 27th May
"Siloia 12th July	For Rotterdam & Hamburg:
"Preisson 28th July	S.S. Arcadia 6th June
"Alia 6th Aug.	For Havre, Bremen & Hamburg:
	S.S. Freia 9th June
	For Marseilles, Havre & Hamburg:
	S.S. "Scandia" 23rd June

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 22nd May, 1911. [556]

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	TUESDAY, 30th May, 4 p.m.
ZAFIRO	4000	M. C. Smith	MANILA, CEBU & ILOILO	SATURDAY, 10th June, 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 22nd May, 1911. [14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving

For Freight and Passage, apply to

A. R. MARTY,
24, Des Vaux Road.

Telephone 118.
Hongkong, 22nd May, 1911. [1098]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
St. Albans	May 5.	May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents.

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TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE
Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.
PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing
Nippon Maru	11,000	H. S. Smith	Friday, June 2, 1 p.m.
Chiyo Maru	21,000	W. W. Greece	Friday, June 30, 1 p.m.
America Maru	11,000	A. G. Stevens	Friday, July 21, 1 p.m.
Tenyo Maru	21,000	E. Bent	Friday, July 28, 1 p.m.

† Triple Screw, turbine engines. † Twin Screws.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Fast Screw Steamer "NIPPO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, the 2nd June, at 1 p.m.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO.)
Only Regular Direct Service to Mexican Ports and Chilean Ports.
(PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).)

Steamer	Tons	Captain	Date of Sailing
Hongkong Maru	11,000	H. Hinojuma	Saturday, June 17, 1 p.m.
Kiyo Maru	17,200	H. Nishi	Tuesday, Aug. 16, 1 p.m.
Buyo Maru	10,500	K. Hashimoto	Saturday, Oct. 11, 1 p.m.

The Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, BALAN, CR T, CALISO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 p.m.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager.
KING'S BUILDING (Opposite Blake Pier).

[848]

COMMERCIAL.

THE POSITION OF TIN.

Penang, May 13.
The Penang Gazette states that the last few days have witnessed what appears to be the long expected upward movement in tin shares. The better class of shares, viz., Tronoh, Lohas, Kintak, and Tekka are in very strong demand both in London and the Straits. The same paper hears, on excellent authority, that the May output of Tronoh will astonish even the most sanguine of optimists and that the profits considerably exceed April's record.

Some lower priced shares, viz., Kramat Pulnis, and Pusing Bahrus, are being quickly absorbed and an all round general improvement seems to be the order of the day.

SHANGHAI STOCK
EXCHANGE.

Shanghai, May 18, 1911.
Matselluppi, etc., in Langkat, Ld. Tls. 90 cash.
Soy Chee C. S. Co., Ld. Tls. 20 cash.
Anglo-Dutch (Java) Plantations, Ld. Tls. 1-4 cash.
Shanghai Mutual Telephone Co., Ld. Tls. 92 cash.
Shanghai Electric Construction Co., Ld. Tls. 54 cash.
Philippine Exploration & Mining Co., Ld. Tls. 1-4 cash.

THE TIN POSITION.

In a special article on tin, the "Penang Gazette" says that the April consumption was as follows:—United Kingdom 1,100 tons, Continent 2,000, America 3,100, a total of 6,200 tons. The visible supply on May 1 was 14,440 tons. The consumption in April fell off somewhat, but it was hardly expected to continue on the scale recently reached. The diminution in consumption is more than counterbalanced by the shortage in the April shipments from the Straits, which only aggregated 3,115 tons, with the smallest carry-over ever remembered of eighty tons. These figures bring down the visible supply on May 1 to 14,440 which is the lowest since April, 1908. In view of this, it is difficult to see what is to prevent a further advance in values, high though present prices undoubtedly are.

Specie Bank's Loan to China.—The subscription lists for Y.5,000,000 of the Yokohama Specie Bank's loan of Y.10,000,000 were closed, when applications exceeded Y.19,000,000. As already reported, Y.8,000,000 of the loan had previously been subscribed by Messrs. Gordon, Panmure & Co., and Y.2,000,000 by Messrs. Sale and Frazar.

South Manchuria Railway.—A Dairon message states that the income of the Manchuria Railway Company during April amounted to Y.1,170,760. As compared with the corresponding month of last year, an increase of Y.60,251 is noted. Though the passenger rates fell off to the extent of Y.89,152, freights increased by Y.153,870.

Gold Mining in the Philippines.—It is reported that the Paracale Gold Dredging consolidation had been successfully concluded with Melbourne capitalists and that operations would begin at once. This flotation represents over P2,000,000, which the development of the 500 acres of placer land included in the tract, will involve. The new company takes over all the land and equipment of the Paracale Gold Dredging Co. including the old dredge, saw-mill, stamp mill, etc., and will add to this equipment three large modern dredges constructed with a view to saving the greatest possible percentage of values from the ground.

Great Northern Telegraph.—The directors of the Great Northern Telegraph Company, Limited, of Denmark, have declared the annual dividend and bonus for 1910 as for the preceding year—viz., 18 per cent., including the 5 per cent. already paid—and transfer to the reserve fund the usual amount, £55,555, whilst, owing to the staff being constantly augmented, it is proposed to increase the amount set aside to the pension fund by one-third to £11,111.

Mr. A. A. Somerville, National efficiency and scandalously underpaid teachers are incompatible.

LOG BOOK.

Commenting on the removal of the St. Agnes Light in Scilly, the "Pall Mall Gazette" recalls the following:—

"The most famous of many wrecks off the Scillies occurred in Port Hellick Bay, near the site of the now St. Mary's light. It was here that Admiral Sir Cloudesley Shovel, with four men-of-war and many hundreds of sailors, was lost in 1707 while returning from the capture of Gibraltar. It is stated that a sailor warned the Admiral—to whom there is a much-abused monument in Westminster Abbey—of his danger, and that he was promptly lashed at the yard-arm for insubordination. On another occasion a ship turned turtle, and was driven into the bay. Sounds were heard from the upturned hull, and when an opening was cut in the hull a number of the crew were found alive within. To conclude, the now light will be "semi-watched," and will be exhibited from a circular iron tower, which will be painted white, and will be 45 ft. in height."

The Royal Mail Steam Packet Company have arranged to send their mail steamer "Oruba" to the Coronation Naval Review, and the vessel will leave Southampton on Friday evening, June 23. After the review she will make a Channel cruise on the Sunday, and will return to Southampton early on Monday morning, June 26.

In their report for the year 1910 the committee of the Shipbrokers' Benevolent Society state that the amount paid out in pensions and donations was £1,710 14s., while the working expenses amounted to only £49 11s. 7d. The receipts amounted to £2,695 2s., of which £632 2s. represented subscriptions and £2,063 donations. The committee have decided not to hold the usual dinner this year, as they wish to avoid troubling the shipping community with an appeal for dinner donations annually. In order to counteract the consequent loss in revenue they make an earnest appeal for more subscriptions, and express the hope that last year's total of £632 will be replaced by one of at least £1,000 for 1911.

The Right Hon. Sydney Buxton, President of the Board of Trade, has formally intimated to shipowners that he intends to proceed no further with reference to the proposed Conciliation Board for the shipping trade. Some time back a deputation waited upon Mr. Buxton in behalf of seamen, and Mr. Havelock Wilson then declared that, failing the establishment of a Conciliation Board, a strike was unavoidable. The President of the Board of Trade thereupon agreed to consult with the shipowners, in order to see if the request for a Conciliation Board could be complied with. It was, however, conveyed to him that shipowners were entirely hostile to the proposal, on the ground that the demand was made by non-representative persons, and that there are no grievances which require adjustment by the means suggested.

"There are 970 blades in the Mauretania's turbines," said Mr. C. A. Parsons at the Royal Institution, "and the total length of blades is 120 miles; yet everything works so smoothly that the noise caused is no greater than that resulting from the working of a hotel fan."

The vessels which entered Moji during April aggregated 452,547 tons, including foreign vessels of 190,482 tons. The total tonnage entered during the first four months of the year was 1,412,008, an increase of 14,008 tons on the figures for the corresponding period of last year.

The twin-screw steamer Elopanta, launched at Whiteinch, has been built to the order of the British India Steam Navigation Company, and is intended for their Eastern trade. The dimensions are:—Length 413 ft., breadth 52 ft. 6 in., depth 36 ft. to side deck, and tonnage 5,000 gross. The vessel has been constructed to Lloyd's and Board of Trade highest class. Accommodation is provided for a large number of first and second class passengers, and the tween decks are specially arranged for carrying native passengers.

Intimations.

WM. POWELL,
LIMITED.

GENTS' OUTFITTERS.

NEW GOOLS

ENGLISH

MADE

White

- - Canvas

AND

Buckskin

Shoes.

SMART SHAPES

28, Queen's Road,

(Central)

Hongkong, 24th April, 1911. [1048]

STEAM LAUNDRY CO.

YAU MATI.

Established 1890.

THE only successful Steam Laundry in the Far East. The only Laundry in the Colony under European Supervision.

Filtered Water. Regular Delivery. Flannels and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a speciality. Depot No. 4, Beaconsfield Avenue. Tel. K32.

R. WOOD,

Manager.

Hongkong, 1st Mar., 1911. [981]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.

Hongkong, 1st May, 1911. [1099]

E. C. WILKS, M.Tech.E., A.M.N.A.

Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches.

ALEXANDRA BUILDINGS, 2ND FLOOR.

Hongkong, 1st May, 1911. [1100]

PHONE 482.

HONGKONG MOTOR

GARAGE.

TRY OUR

New 40 H. Power

RUBY COLOURED

CARS

Carry 6 Passengers.

THE BEST AND NOISELESS

C. LAURITSEN,

Managing Proprietor.

DRAGON CYCLE DEPOT,

43, Des Vaux Road Central. [11]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,

FORGEWELTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

GRAVING DOCK 78 ft. by 88 ft. by 24 ft. 6 in. Pumps empty Dock in 2-3-4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN.

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR SHANGHAI ... DELHI ... TO SAIL ON ... REMARKS.

LONDON, VIA ... DEVAHA ... Noon ... See Special Advertisement.

LONDON & ANTWERP ... SUMATRA ... About ... Freight and Passage.

LONDON & ANTWERP ... MOJI, KOBE & YOKOHAMA ... About ... Freight or Passage.

LONDON & ANTWERP ... NUSIA ... About ... Freight or Passage.

LONDON & ANTWERP ... NILE ... About ... Freight and Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 23rd May, 1911. [4]

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

For JESSELTON, KUDAT & SANDAKAN ... To sail on ...

KOBE & YOKOHAMA ... To sail on ...

NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN ... To sail on ...

SINGAPORE, COLOMBO, SOUEZ, PORT SAID, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ... To sail on ...

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA ... To sail on ...

MANILA, YAP, MARION, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE ... To sail on ...

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletypes.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 22nd May, 1911. [7]

TRADE MARK

THE BERNESE ALPS MILK CO

STALDON EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,

HONGKONG & CHINA.

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

10, QUEEN'S ROAD CENTRAL. [1098]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,

FORGEWELTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

GRAVING DOCK 78 ft. by 88 ft. by 24 ft. 6 in. Pumps empty Dock in 2-3-4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN.

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 days.)

FOR SWATOW AND RETURN.

(Occupying 3 Days.)

Halmun... Capt. J. W. Evans ... WEDNESDAY, 24th May, at 11 a.m.

SUNDAY, 28th May, at 10 a.m.

During the months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to Foochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to Douglas, Lapraik & Co., General Managers.

557

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Expected on or about For Will leave on or about

Tjikini ... JAVA ... 2nd half May ... JAPAN ... 2nd half May

Tjipanas ... JAPAN ... 2nd half May ... JAVA ... 2nd half May

Tjilawong ... SHANGHAI ... 1st half June ... JAVA ... 1st half June

Tjilimah ... JAVA ... 1st half June ... JAPAN ... 1st half June

Tjilatjap ... JAPAN ... 1st half June ... SHANGHAI ... 1st half June

Tjibodas ... JAPAN ... 2nd half June ... SHANGHAI ... 2nd half June

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo.

all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

York Buildings. [974]

Telephone No. 375

Consignees

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th of May, at 9.30 a.m.

All claims must reach us before the 28th of May, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

THE STEAMER BRINGS CARGO.

Ex s.s. "Dell" from a cargo.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 18th May, 1911. [7]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "LOVAT"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th of May, at 9.30 a.m.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DODWELL & CO., LTD., Agents.

Hongkong, 19th May, 1911. [1112]

A LING & CO.

FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING.

19, Queen's Road [803]

MAN CHEONG,

10, WELLINGTON STREET CENTRAL, HONGKONG.

SWATOW DRAWING WORK.

Gentlemen and Ladies' TAILORS & OUTFITTERS.

Embroidery, Pongee Silk, Glass Cloth, Canton Silk and Lace, &c., &c.

Hongkong, 22nd January, 1911. [95]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Vaux Road Central.

Telephone No. 940.

Hongkong, 2nd May, 1911. [74]

To Sail

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"CATHERINE APOAR,"

Captain L. C. Towns, will be despatched for the above ports on WEDNESDAY, the 24th May, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 18th May, 1911. [1141]

The Peninsular and Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"DEVANHA,"

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this office for Bombay, &c., on SATURDAY, the 27th May, 1911.

at Noon, taking passengers and cargo in connection with the Company's s.s. "China," 7,900 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Calcutta," due in London on the 9th July, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The amounts and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 18th May, 1911. [4]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON & ANTWERP.

THE Steamship

"MONMOUTHSHIRE,"

Captain G. E. Warner, will be despatched as above on or about 3rd June.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th May, 1911. [1184]

WING KEE & CO.

47-49, Connaught Rd.

SHIPHANDLERS,

PROVISION & COAL

MERCHANTS.

Hongkong, 23rd Mar., 1911. [990]

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 min.

10.00 a.m. to 11.00 a.m. " 15 min.

11.30 a.m. to 12.45 p.m. " 15 min.

12.45 p.m. to 1.15 p.m. " 10 min.

1.15 p.m. to 1.45 p.m. " 15 min.

1.45 p.m. to 2.15 p.m. " 10 min.

2.15 p.m. to 3.00 p.m. " 15 min.

3.30 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS.

4.45 p.m. and 9 p.m., 9.45 to 11.15 p.m. every half hour.

SUNDAYS.

6.00 a.m. to 6.00 a.m. Every 15 min.

9.00 a.m. to 9.30 a.m. " 30 min.

9.30 a.m. to 10.30 a.m. " 15 min.

10.30 a.m. to 11.00 a.m. " 10 min.

11.45 a.m. to 12.00 noon " 15 min.

12.00 noon to 1.00 p.m. " 10 min.

1.00 p.m. to 3.00 p.m. " 15 min.

3.00 p.m. to 6.00 p.m. " 10 min.

6.00 p.m. to 7.00 p.m. " 15 min.

7.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 8.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS for Arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1911.

COMMERCIAL.

EXCHANGE.

Selling.	
London—Bank T.T.	1/9 1/8
Do. Demand	1/9 11/16
Do. 4 months' sight	1/9 13/16
France—Bank T.T.	2 28
America—Bank T.T.	48 1/2
Germany—Bank T.T.	184
India T.T.	184 1/2
Do. Demand	185
Shanghai—Bank T.T.	74 1/2
Sing.—Bank T.T. per H.C. \$100 77 1/2	
Japan—Bank T.T.	88 1/2
Java—Bank T.T.	108 1/2
Buying.	
4 months' sight L/O.	1/10
6 months' sight L/O.	1/10 1/4
80 days' sight San Fco & N. York 4 1/2	
4 months' sight do.	4 1/2
80 days' sight Sydney & Melbourne	1/10 1/4
4 months' sight France	2 33 1/2
6 months' sight do.	2 34 1/2
4 months' sight Germany	184 1/2
Bar Silver	24 1/2
Bank of England rate	3 1/2
Sovereign	\$11

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

Victoria Day, the 24th inst., being a Public and Bank Holiday, the Post Office will be open from 8 to 9 a.m. only.

There will be no delivery and a collection of letters from the pillar boxes on Sundays.

The Money Order office will be entirely closed.

A Mail will close for:

Port Bayard—Per Si-Kiang, 24th May, 8 a.m.

Swatow Amoy and Foochow—Per Choshun-maru, 24th May, 9 a.m.

Hailow, Toulane and Quinhon—Per Helene, 24th May, 9 a.m.

Chelco and Newchwang—Per Fri, 24th May, 9 a.m.

Hai-phong—Per Hongkong, 24th May, 9 a.m.

Saigon—Per Toulane, 24th May, 9 a.m.

Swatow—Per Haimun, 24th May, 10 a.m.

Singapore, Penang and Calcutta—Per Catherine Apear, 24th May, 11 a.m.

Ningpo and Shanghai—Per Haung-sung, 24th May, 11 a.m.

Macao—Per Sui Tai, 24th May, 1.15 p.m.

Yokohama and Kobe—Per Tjikini, 25th May, 10 a.m.

Macao—Per Sui Tai, 25th May, 1.15 p.m.

Shanghai—Per Anhui, 25th May, 3 p.m.

Shanghai—Per Delhi, 25th May, 5 p.m.

Swatow, Amoy and Foochow—Per Hailan, 26th May, 10 a.m.

Hai-phong—Per Sungkiang, 26th May, 11 a.m.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per St. Albans, 27th May, 10 a.m.

Bangka, Batavia, Cheribon, Samarang and Sourabaya—Per Tjipanas, 27th May, 10 a.m.

Europe, &c., India via Taitoria—Per D. vanha, 27th May, 11 a.m.

Manila, Cebu and Iloilo—Per Wing-sung, 27th May, 1 p.m.

Shanghai—Per Cheonan, 27th May, 5 p.m.

Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco, Siberian Mail to Europe (Supplementary Mail)—Per Korea, 28th May, 9 a.m.

Swatow—Per Haimun, 28th May, 9 a.m.

Shanghai, Kobe and Moji—Per Fook-sang, 29th May, 11 a.m.

Tientsin—Per Kuochow, 20th May, 3 p.m.

Keelung, Shanghai, M.aji, Kobe, Yokohama, Victoria and Tacoma—Per Panama-maru, 30th May, 10 a.m.

Swatow, Amoy and Foochow—Per T'ai-shing, 30th May, 10 a.m.

Manila, Cebu and Iloilo—Per Keifong, 30th May, 8 p.m.

Manila, Cebu and Iloilo—Per Rabi, 30th May, 8 p.m.

Europe, &c., India via Taitoria—Per Babu, 31st May, 11 a.m.

Europe, &c., India via Taitoria—Per Nera, 31st May, 11 a.m.

SHIPPING NEWS.

MAILS DUE.

English (Delhi) 25th inst.
German (Coblenz) 20th inst.
American (Siberia) 30th inst.
G. (Prinz Eitel Friedrich) 31st inst.
American (China) 6th prox.

The A. & O. Line s.s. Afghan Prince left Keelung for this port and is expected to arrive here on the 24th inst., at a.m.

ARRIVALS.

Wing Sang, Br. s.s., 1,517, T. H. Lishman, 23rd May—Manila 20th May, Gen.—J. M. & Co.

Amigo, Ger. s.s., 822, W. Langschmager, 23rd May—Pakhol 21st May, Gen. and Tigs.—J. & Co.

Chow Tai, Ger. s.s., 1,115, W. Reher, Bangkok 14th and Swatow 22nd May, Rice and Meal.—N. D. H.

Phraung, Ger. s.s., 1,021, Fr. Van Hangelodorf, 23rd May—Bangkok and Kohi-chang 16th May, Rice and Meal.—B. & S.

Nord, Nor. s.s., 730, G. Haraldsen, 23rd May—Toulane 20th May, Gen.—A. T. & Co.

Haimun, Br. s.s., 641, J. W. Evans, 23rd May—Swatow 22nd May, Gen.—D. L. & Co.

Hangsang, Br. s.s., 1,356, S. Wilde, 23rd May—Canton 22nd May, Gen.—J. M. & Co.

Nippon Maru, Jap. s.s., 3,452, H. S. Smith, 23rd May—San Francisco 26th April, Gen.—T. K. K.

Sungkiang, Br. s.s., 997, Matthis, 23rd May—Haiphong 21st May, Gen.—B. & S.

Sexta, Ger. s.s., 992, N. Jensen, 23rd May—Bangkok 14th May, Gen.—Chinese.

CLEARANCES AT THE HARBOUR OFFICE.

Rajabati, for Swatow.
Toulane, for Saigon.
Haimun, for Swatow.
Haiphong, for Swatow.
Tou, for Manila.

Rajah, for Rajing (Borneo).
Yerian-maru, for Takao.
Choshun-maru, for Swatow.
Awa-maru, for Keelung.
Hoishing, for Kwang-chow-wan.
Hangsang, for Ningpo.

DEPARTURES.

May 23.
Australia, for Europe.
Ceylon-maru, for Shanghai.
Haiphong, for Coast Ports.
Eskdale, for Nagasaki.
Fausang, for on-gay.
Kashing, for Canton.
Teau, for Manila.
Sungkiang, for Amoy.
Drafer, for Bangkok.
Awa-maru, for Keelung.
Sabine Rickmers, for Amoy.

May 24.
Per Wingsang, arrived 23rd May from Manila:—
Brown, C. E. Roses, Mr. and
Foss, D. E. Mrs. A.
Layne, L. Ventura, H.
Wilson, Mrs. L.

May 25.
Per Tonkin, for Japan, &c. on 22nd May:—
Bernardin Dietrich
Cambeport Gato, J. T.
Cottreau, Mr. & Hedjoland, R. Mrs.
Ohow Soon, Mrs. Leo Kwi Sow
Dane, Sir Ri-Oki, Taro
chard & Lady Schumacher, A. Dondolo

May 26.
Per Tonkin, for Japan, &c. on 22nd May:—
Bernardin Dietrich
Cambeport Gato, J. T.
Cottreau, Mr. & Hedjoland, R. Mrs.
Ohow Soon, Mrs. Leo Kwi Sow
Dane, Sir Ri-Oki, Taro
chard & Lady Schumacher, A. Dondolo

May 27.
Per Tonkin, for Japan, &c. on 22nd May:—
Bernardin Dietrich
Cambeport Gato, J. T.
Cottreau, Mr. & Hedjoland, R. Mrs.
Ohow Soon, Mrs. Leo Kwi Sow
Dane, Sir Ri-Oki, Taro
chard & Lady Schumacher, A. Dondolo

May 28.
Per Tonkin, for Japan, &c. on 22nd May:—
Bernardin Dietrich
Cambeport Gato, J. T.
Cottreau, Mr. & Hedjoland, R. Mrs.
Ohow Soon, Mrs. Leo Kwi Sow
Dane, Sir Ri-Oki, Taro
chard & Lady Schumacher, A. Dondolo

May 29.
Per Tonkin, for Japan, &c. on 22nd May:—
Bernardin Dietrich
Cambeport Gato, J. T.
Cottreau, Mr. & Hedjoland, R. Mrs.
Ohow Soon, Mrs. Leo Kwi Sow
Dane, Sir Ri-Oki, Taro
chard & Lady Schumacher, A. Dondolo

May 30.
Per Tonkin, for Japan, &c. on 22nd May:—
Bernardin Dietrich
Cambeport Gato, J. T.
Cottreau, Mr. & Hedjoland, R. Mrs.
Ohow Soon, Mrs. Leo Kwi Sow
Dane, Sir Ri-Oki, Taro
chard & Lady Schumacher, A. Dondolo

May 31.
Per Tonkin, for Japan, &c. on 22nd May:—
Bernardin Dietrich
Cambeport Gato, J. T.
Cottreau, Mr. & Hedjoland, R. Mrs.
Ohow Soon, Mrs. Leo Kwi Sow
Dane, Sir Ri-Oki, Taro
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Per Tonkin, for Japan, &c. on 22nd May:—
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Cottreau, Mr. & Hedjoland, R. Mrs.
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VESSELS IN PORT.

STREAMERS.

Anghin, Ger. s.s., 1,005, Chr. Kun-pel, 21st May—Bangkok 14th May, Rice and Teak.—B. & S.

Borneo, G. s.s., 1,344, F. Somhill, 20th May—Sandakan 16th May, Timber and Gen.—M. & Co.

Catherine Apear, Br. s.s., 1,730, L. C. Townsend, 18th May—Singapore 12th May, Gen.—D. L. & Co.

Choshun Maru, Jap. s.s., 1,301, Yamaguchi, 20th May—Swatow 19th May, Gen.—O. S. K.

Fernandez Hermanos, Am. s.s., 461, E. Sison, 20th May—Manila 16th May, Sugar.—Francisco Dixon.

Fri. Nor. s.s., 860, N. G. Anderson, 22nd May—Canton 31st May, Beans and Bean Oil.—A. T. & Co.

Holene, Ger. s.s., 771, H. Bondixon, 22nd May—Swatow 21st May, Gen.—J. & Co.

Hongkong, Fr. s.s., 780, Cornelissen, 16th May—Haiphong 14th May, Gen.—A. R. Marty.

Korea, Am. s.s., 5,651, J. W. Saunders, 19th May—San Francisco via Ports, 18th April, Mail and Gen.—P. M. S. 8. Co.

Kunehow, Br. s.s., 1,450, J. A. Martin, 22nd May—Swatow 18th May, Gen.—Man Fat & Co.

Kumerie, Br. s.s., 4,006, G. B. McGill, 19th May—Shanghai 16th May, Gen.—Bank Lim.

Lycenoon, Ger. s.s., 1,238, Pilgrim, 12th May—Saigon 6th May, Rice and Gen.—H. A. L.

Mathilde, Ger. s.s., 891, Chr. U. de up, 21st May—Haiphong and Hoihow 20th May, Rice and Gen.—J. & Co.

Marie, Ger. s.s., 1,200, S. Schickler, 22nd May—Saigon 18th May, Rice and Gen.—J. & Co.

Mikima Maru, Jap. s.s., 5,270, A. T. Mores, 22nd May—Yokohama 16th May, Gen.—N. Y. K.

Panama Maru, Jap. s.s., 3,706, Muto, 11th May—Tacoma 10th April and Shanghai 15th May, Gen.—O. S. K.

Quarta, Ger. s.s., 1,146, Danielson, 26th April—Canton 25th April, Ballast.—S. W. & Co.

Rajabati, Br. s.s., 1,180, O. Manns, 18th May—Bangkok 10th May, Rice—B. & S.

Rajah, Ger. s.s., 1,275, H. C. Rohrer, 14th May—Bangkok 4th May, Rice and Teakwood.—B. & S.

Romany, Br. s.s., 2,510, J. O. Leobert, 12th May—Singapore 6th May, Petroleum.—A. P. & Co.

Si Kiang, Fr. s.s., 641, E. de Cataland, 21st May—Haiphong 19th May, Gen.—M. V.

Tamsui, Br. s.s., 619, H. T. Toward, 18th May—Swatow 17th May, Ballast.—B. & S.

Telemachina, Br. s.s., 1,350, Fraser, 16th May—Saigon 12th May, Gen.—Wo Fat Sing & Co.

Tjimalai, Dutch s.s., 1,500, J. P. Schalte, 15th May—Makassar, 6th May Coal.—J. O. J. I.

Tjipanas, Dnt. s.s., 2,411, Lap, 22nd May—Amoy 20th May, Gen.—J. O. J. I.

Yorino Maru, Jap. s.s., 2,350, T. Surugi, 17th May—Kobe 7th May, Coal.—O. S. K.

Yuenang, Br. s.s., 1,128, P. H. Rolfe, 25th April—Manila 22nd April, Gen.—J. M. & Co.

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Hongkong, 18th April, 1911.

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